

Chapter 5. **Comments and Coordination**

[this page left blank intentionally]

Chapter 5. Comments and Coordination

5.1 Introduction

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings, interagency coordination meetings, interagency consultation, scoping meetings, and public outreach meetings. This chapter summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

5.1.1 Project Development Team

At the beginning of the project approval and environmental document process, the current phase of this project, a project development team (PDT) was established to facilitate the course, development, and completion of preliminary engineering and environmental studies for the project in accordance with all applicable requirements; through implementation of a systematic, interdisciplinary approach throughout the project development process. In addition to participation from a full range of Caltrans staff from Design, Environmental Planning, and Right of Way, at different points during the project development process for the SR-58 Hinkley Expressway project, the PDT has included representatives from SANBAG, the City of Barstow, and the County of San Bernardino.

5.2 Early Coordination

5.2.1 Coordination and Consultation Background

Coordination between Caltrans and representatives of applicable regulatory agencies has been ongoing since the mid-1980s. As the project has developed, input from the public and various agencies has been critical to the choice of alternatives that Caltrans has been able to create in order to construct the least environmentally damaging project and still accomplish the goals of the purpose and need outlined in this document. There have been many personnel at Caltrans and at various agencies who have commented on stages of the development of the project.

The following timeline highlights key points in the development of the project:

- **1980** – City of Barstow officials and the Chamber of Commerce make continued efforts to secure funding for improving the route. Senator Walter Stiern, 16th Senatorial District, and Assemblyman Phil Wyman, 34th Assembly District, co-author a resolution requesting Caltrans to "expeditiously proceed" with the improvement and widening of SR-58.
- **1983** – The California Transportation Commission (CTC) programs \$20 million in the 1985/86 Fiscal Year State Transportation Improvement Program (STIP) for a four-lane widening project from the San Bernardino/Kern county line to 10 miles east. While adopting

the STIP the CTC decides that the entire segment of SR-58 from the San Bernardino/Kern county line to Barstow should be studied.

- **1985** – A public information meeting was held on January 16, 1985, in the City of Barstow as a part of the project initiation process.
- **1987** – On September 1987, a public hearing meeting was held and two maps were shown. The majority favored the overall project, but several concerns were raised including potential impacts to desert tortoise habitat, a potential for sound (traffic noise) levels to increase following construction, and at-grade street crossings. As a result of these concerns and subsequent environmental technical studies, modifications to the alternatives that were subsequently developed included the consideration for desert tortoise fences, traffic noise, and safety.
- **1990** – A Project Approval Report dated July 31, 1990, was submitted and programmed into the 1990 STIP and approved by the CTC under resolution HRA 91-2.
- **1991** – A subsequent Project Study Report (PSR) was approved on July 17, 1991.
- **2002** – A second public information meeting was held on September 25, 2002, at the Hinkley Elementary School (37600 Hinkley Road, Hinkley, CA 92347) to inform the public of the status of the project. Maps were displayed showing the project and the properties that could be affected. Several residents raised questions regarding the potential for widening the existing SR-58 rather than the construction of the route on new the alignment.
- **2002** – A Value Analysis study was conducted on October 2002. Nine features were presented to project team members. A majority of the features were either rejected or conditionally accepted. Only one feature was accepted by the project decision makers: to eliminate the frontage road from the west end of the project to Valley View Road. Widening the existing SR-58 alternative was investigated during the VA study. However it was not carried forward to environmental studies due to its poor traffic performance as compared to the alternative.
- Since the Project Approval Report dated July 31, 1990, substantial developments have occurred. These include the re-design of the alignment between Hinkley Road and Dixie Road to avoid impacts to underground water contamination monitoring wells for Alternative 2. The long tangent of the alignment between Hinkley Road and Dixie Road was revised so that the mitigation wells owned by PG&E would be avoided and associated costs minimized. Also additional alternatives were included.

5.3 Scoping Process

5.3.1 Notification of Scoping

As part of the NEPA and CEQA process, a scoping meeting is required as part of the preparation of an EIR and EIS. A Notice of Intent (NOI) to prepare an EIS and a Notice of Preparation (NOP) of an EIR were advertised to the public and mailed to elected officials and local, state, and federal agencies having jurisdiction or discretionary approval within the project corridor in May 2007. The NOI was published in the Federal Register on May 10, 2007, and the NOP was received and accepted by the State Clearinghouse on May 11, 2007.

Copies of the NOI and NOP follow:

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement: Los Angeles County, CA**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed Interstate 5 (I-5) High Occupancy Vehicle (HOV)/Truck Lanes project in the City of Santa Clarita and the County of Los Angeles, California, in accordance with the National Environmental Policy Act (NEPA) of 1969.

FOR FURTHER INFORMATION CONTACT: Steve Healow, FHWA California Division, 650 Capitol Mall, #4-100, Sacramento, CA 95814, telephone: 916-498-5849, or Carlos Montez, California Department of Transportation, 100 South Main Street, Los Angeles, CA 90012, telephone: 213-897-9116.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation (Caltrans), will prepare an EIS on a proposal to widen existing I-5 to include truck climbing lanes and HOV lanes. This I-5 project extends from State Route 14 (SR-14) on the south to Parker Road on the north, a distance of approximately 13.6 miles. The proposed improvements include extending the existing HOV lanes on I-5 from SR-14 to Parker Road (approximately 13 miles) and adding truck climbing lanes between SR-14 interchange and Calgrove Boulevard (northbound) and Pico Canyon Road/Lyons Avenue (southbound), a distance of three to four miles. Analysis supporting the EIS will determine the type of facility necessary to meet the existing and future transportation needs in the corridor. Due to traffic volumes, truck traffic, and substantial planned development, the capacity of the existing corridor will be exceeded. The proposed EIS will evaluate a constrained alternative, which would provide one HOV lane in each direction from SR-14 to Parker Road, and truck climbing lanes in each direction from SR-14 to Calgrove Boulevard (NB) and Pico Canyon Road/Lyons Road (SB). This constrained alternative would provide standard lane widths. The EIS would also evaluate a standard alternative, which includes the same HOV and truck lanes, as described above, and standard lane widths and

full shoulders. A no build alternative will also be evaluated.

The public information program and project development team (PDT) meetings will continue throughout the environmental and design phases for the proposed project. The Draft EIS will be available for public and agency review and comment. A public hearing will be held to discuss the alternatives and the potential impacts of the proposed action. Public notice will be given for the time and place of the public hearing. To ensure that the full range of issues related to this proposed action is addressed and all significant concerns are identified, comments and suggestions are invited from all interested parties. Comments or questions about this proposed action and the EIS should be directed to FHWA and Caltrans at the addresses indicated above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: May 3, 2007.

Maiser Khaled,

Director, Project Development & Environment, California Division, Federal Highway Administration.

[FR Doc. E7-8937 Filed 5-9-07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****Environmental Impact Statement: San Bernardino County, CA**

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public of its intent to prepare an Environmental Impact Statement (EIS) for the proposed realignment and widening of State Route 58 Freeway (SR-58) located west of the City of Barstow near the community of Hinkley in San Bernardino County, California.

FOR FURTHER INFORMATION CONTACT: Tay Dam, Senior Project Development Engineer, Federal Highway Administration, 888 South Figueroa, Suite 1850, Los Angeles, CA 90017. Telephone: (213) 202-3954. Boniface Udor, California Department of Transportation District 8, 464 W. Fourth Street, San Bernardino, CA 92401. Telephone: (909) 383-1387.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, District 8, will prepare an EIS to realign and widen SR-58 from a two-lane conventional highway to a four-lane expressway/freeway west of the City of Barstow near the community of Hinkley (between Post Mile 21.8 and Post Mile 31.1) in San Bernardino County, California. The project length is approximately 10 miles long. As proposed, the EIS document would address the following current and future transportation issues for this area:

- This section of SR-58 is currently a nonstandard two-lane conventional highway between a four-lane freeway to the west and a four-lane freeway to the east. The existing highway section has insufficient capacity to handle present and future travel demands, which is forecasted to be more than double the year 2030. Since SR-58 remains the main east-west corridor for interregional travelers, no other viable alternatives for travel exist. This proposed project will close one gap in lane continuity and remove the bottleneck condition.

- The existing two-lane highway has numerous driveways and intersecting cross-streets, which present numerous conflict points affecting the operation of the highway. Upgrading from a non-standard two-lane highway to a full-standard four-lane expressway/freeway would allow for better passing and increased sight distance. A separated median would reduce the risk of head-on collisions. A clearance zone (clear recovery zone) from the edge of the traveled way to obstructions would provide an unobstructed roadside for errant drivers to regain control.

- The pavement section of SR-58 for this area is inadequate to handle the high movement of truck volumes, which are contributing to rising maintenance costs. It is expected that SR-58 will continue to carry high truck volumes because the route is designated for extra-legal and oversized loads. Currently, SR-58 serves as the major connection point between I-15 in Bakersfield and the I-15/I-40 in Barstow. A new pavement design would meet standards for carrying truckloads and reduce future maintenance costs.

A preferred alternative has not been selected at this point. The following four alternatives will be addressed in the EIS document:

- **Alternative 1: No Build.** Under this alternative, the capacity of SR-58 would remain the same as current traffic conditions continue to worsen while local developments take place. This alternative would not address the transportation issues described above.

26680

Federal Register / Vol. 72, No. 90 / Thursday, May 10, 2007 / Notices

- **Alternative 2:** Realign and Widen (South). This alternative realigns and widens SR-58 from two lanes to a four-lane expressway/freeway about one-half mile south of the existing SR-58.

- **Alternative 3:** Widen the Existing. This alternative follows the existing SR-58 alignment or a slightly offset alignment throughout the project limits.

- **Alternative 4:** Realign and Widen (North). This alternative consists of a realignment of SR-58 to a four-lane expressway/freeway just north of the existing SR-58.

The alternatives described above will be further refined through efforts conducted under the National Environmental Policy Act (40 CFR parts 1500-1508, and 23 CFR part 771), the 1990 Clear Air Act Amendments, section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, the section 4(f) of the U.S. Department of Transportation Act, and other federal environmental protection laws, regulations, policies, and executive orders. The EIS will incorporate comments from the public scoping process as well as analysis in technical studies. Other alternatives suggested during scoping process would be considered during the development of the EIS. The EIS will consider any additional reasonable alternatives identified during scoping process. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, regional and local agencies, and to private organizations and citizens who previously have expressed, or are known to have, an interest in this project. Location and details of the public scoping meeting for the proposed project will be advertised in local newspapers and other media and will be hosted by the California Department of Transportation, District 8.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation Federal programs and activities apply to this program.)

Issued On: May 2, 2007.

Maiser Khaled,

Director, Project Development & Environment, California Division, Federal Highway Administration.

[FR Doc. E7-8939 Filed 5-9-07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: San Bernardino County, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public of its intent to prepare an Environmental Impact Statement (EIS) for the proposed widening and realignment of State Route 58 (SR-58) Kramer Junction Expressway from two to four lanes located between the Kern/San Bernardino County line and a point 12.9 miles east on SR-58 in San Bernardino County, California. This will be a gap closure project.

FOR FURTHER INFORMATION CONTACT: Tay Dam, Senior Project Development Engineer, Federal Highway Administration, 888 South Figueroa, Suite 1850, Los Angeles, CA 90017. Telephone: (213) 202-3954. Marie Petry, California Department of Transportation District 8, 464 W. Fourth Street, San Bernardino, CA 92401. Telephone: (909) 383-6379.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the California Department of Transportation, will prepare an EIS for the proposed widening and realignment of SR-58 Kramer Junction Expressway in San Bernardino County, California. This 13-mile long project would take place entirely within San Bernardino County and is centered on the Kramer Junction where SR-58 intersects with US-395 west of the City of Barstow. This section of SR-58 is currently a nonstandard two-lane highway between a four-lane freeway to the west and a four-lane expressway to the east. The proposed project would close this gap. The existing two-lane segment includes an at-grade signalized intersection at SR-58/US-395 (Kramer Junction), an overhead crossing of Burlington Northern Santa Fe (BNSF) railroad west of that intersection, and numerous uncontrolled at-grade driveway and street access points. There is also an at-grade railroad crossing on US-395 north of the SR-58/US-395 intersection that slows traffic and contributes to accidents when traffic backs up during train crossings. SR-58 is a major east-west transportation corridor with a high percentage of truck traffic transporting goods in and out of the state. The purpose of this project is to provide for increased separation of slow moving vehicles, to separate local and regional

traffic, to reduce accidents, and to eliminate the convergence of SR-58 and US-395 traffic. The project would also provide congestion relief and improve traffic operations and access to local services.

A preferred alternative has not been selected at this point. One No Build (Alternative A) and three Build Alternatives (Alternatives B, C, and D) will be addressed in the EIS document. All three proposed Build Alternatives would increase capacity and be reclassified from a conventional highway to an expressway. As proposed, Alternative B would be a realignment north of the existing highway. Alternative C would be generally along the existing highway alignment, and Alternative D would be a realignment south of the existing highway. Furthermore, construction of a new freeway-to-freeway interchange where SR-58 intersects with US-395 is proposed for Alternatives B, C, and D. This new interchange would have to span the existing at-grade railroad under Alternatives B and C, but this would not be necessary under Alternative D because the new interchange is far enough south of the railroad. In addition, Alternatives B and D would include a second grade separation (overhead) structure to span the railroad further east and west, respectively, of the proposed SR-58/US-395 interchange.

The alternatives described above will be further refined through efforts conducted under the National Environmental Policy Act (40 CFR parts 1500-1508, and 23 CFR part 771), the 1990 Clear Air Act Amendments, section 404 of the Clean Water Act, Executive Order 12898 regarding environmental justice, the National Historic Preservation Act, the Endangered Species Act, the section 4(f) of the U.S. Department of Transportation Act, and other federal environmental protection laws, regulations, policies, and executive orders. The EIS will incorporate comments from the public scoping process as well as analysis in technical studies. Other alternatives suggested during scoping process would be considered during the development of the EIS. The EIS will consider any additional reasonable alternatives identified during scoping process. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, regional and local agencies, and to private organizations and citizens who previously have expressed, or are known to have, an interest in this project. Location and details of the

SCH No. _____

NOTICE OF PREPARATION

To: AGENCIES, ORGANIZATIONS,
AND INTERESTED PARTIES

From: California Department of
Transportation, District 8
464 W. 4th Street, 6th Floor
San Bernardino, CA 92401-1400

Subject: **Notice of Preparation of a Draft Environmental Impact Report**
Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375

Project Title: State Route 58 via Hinkley Widening and Realignment Project

Project Location: State Route 58 (SR-58) near the community of Hinkley (between Post Mile 21.8 and Post Mile 31.1) in San Bernardino County, California (Attachment A).

Project Description: The proposed project would involve widening and realignment of an approximately 10-mile segment of SR-58 from a two-lane conventional highway to a four-lane expressway/freeway west of the City of Barstow near the community of Hinkley. SR-58 is a four-lane expressway on either side of the proposed project, so this will be a gap closure project (Attachment B).

This notice is to inform you that the California Department of Transportation District 8 will be the lead agency and will prepare a joint Environmental Impact Statement/Report (EIS/R) for the project identified above. Your participation as a responsible agency is requested in the preparation and review of this document.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR/EIS prepared by our agency when considering your permit or other approval for the project.

The project location, project description, and potential environmental effects of the proposed action are described in Attachments A, B, and C.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please direct your response to Boniface Udotor (Telephone 909/388-1387) at the address shown above. Please provide us with the name for a contact person in your agency.

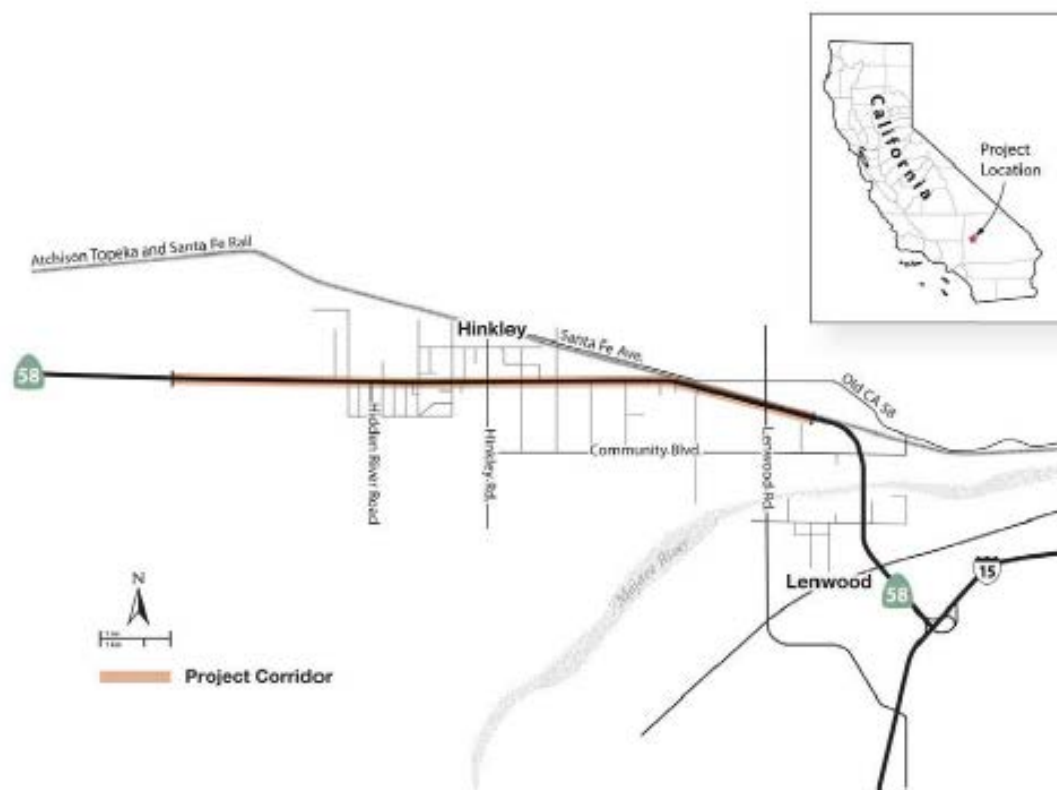
Date 5-10-07

Signature Boniface Udotor

Title SENIOR ENVIRONMENTAL PLANNER

ATTACHMENT A: PROJECT LOCATION

State Route 58 via Hinkley Widening and Realignment Project



ATTACHMENT B: PROJECT DESCRIPTION

State Route 58 via Hinkley Widening and Realignment Project

The Federal Highway Administration (FHWA), in cooperation with the California Department of Transportation District 8, proposes to widen and realign State Route 58 (SR-58) from a two-lane conventional highway to a four-lane expressway/freeway. The approximately 10-mile long segment (between Post Mile 21.8 and Post Mile 31.1) extends through the community of Hinkley, west of the City of Barstow. This section of SR-58 is currently a nonstandard two-lane conventional highway between a four-lane freeway to the west and a four-lane freeway to the east, and the proposed project would close this gap.

The purpose of this project is to increase capacity, to improve safety, and to improve route continuity on this major east-west transportation corridor. SR-58 is the major connection between I-15 in Bakersfield on the west and I-15/I-40 in Barstow on the east. The project is needed for the following reasons.

- This 10-mile segment has insufficient capacity to handle present and future travel demands, which is forecasted to more than double by the year 2030. SR-58 remains the primary east-west corridor for interregional travel and transportation of goods. Widening this two-lane gap to four lanes will remove a bottleneck condition.
- The existing two-lane highway has numerous driveways and intersecting cross-streets, which present numerous conflict points affecting operation of the highway. Upgrading from a nonstandard two-lane highway to a full-standard four-lane expressway/freeway would allow for better passing and increased sight distance. A separated median would reduce the risk of head-on collisions. A clearance zone (clear recovery zone) from the edge of the traveled roadway would provide an unobstructed roadside for errant drivers to regain control.
- The existing pavement is inadequate to handle the high truck volume, which is contributing to increasing maintenance costs. It is expected that SR-58 will continue to carry high truck volumes because, as the primary east-west corridor for interregional travel and transportation of goods, it is designated for extra-legal and oversized loads. A new pavement design would meet standards for carrying this volume and size of trucks and reduce future maintenance costs.

A preferred alternative has not been selected at this point. One No Build (Alternative 1) and three Build Alternatives (Alternatives 2, 3, and 4) will be evaluated in the environmental impact statement/report (EIS/R) being prepared for the proposed project. Under the No Build (Alternative 1), the capacity and condition of SR-58 would remain the same as current traffic conditions continue to worsen. This alternative would not address the transportation issues described above. All three Build Alternatives would increase capacity from two lanes to four lanes and would reclassify this segment of SR-58 from a conventional highway to an expressway. Alternative 2: Realign and Widen (South) would widen and realign SR-58 about one-half mile south of the existing SR-58. Alternative 3: Widen the Existing would widen the highway along the existing SR-58 alignment or a slightly offset alignment throughout the project limits. Alternative 4: Realign and Widen (North) would widen and realign SR-58 just north of the existing SR-58.

The EIS/R will consider other reasonable alternatives identified during the scoping process. Caltrans District 8 will hold a scoping meeting. The scoping meeting will be advertised in local newspapers and other media, and a scoping meeting notice will be sent to appropriate Federal, State, regional and local agencies and to private organizations and citizens who previously expressed or are known to have an interest in this project.

[this page left blank intentionally]

5.3.2 June 2007 Public Scoping Meeting

A public scoping meeting was held on June 26, 2007, at Hinkley Elementary School, to provide an additional forum to share project information, discuss the Range of Alternatives, answer questions, and accept input and comments on the draft purpose and need and the project as a whole. The public scoping meeting was held in an open house format without a formal presentation. Each meeting attendee received an information packet that included a meeting agenda, program, project fact sheet, handout denoting alternative alignments under consideration, fact sheet on NEPA/CEQA, the EIR/EIS preparation process, a list of frequently asked questions (FAQs), and a comment sheet. A large aerial photomap was placed at the center of the meeting venue and the public was encouraged to identify their preferred route locations. A total of 118 comments were received from the public and resource agencies. All comments have been considered and incorporated, as appropriate, into the preliminary engineering and EIR/EIS.

All alignments suggested by the community from the Scoping Meeting on June 26, 2007, were evaluated for engineering and environmental implications. The existing easterly segment of the SR-58 evaluation indicated non-viability of some alternatives identified by the community. However, during the meeting, most of the community attendees indicated support of the alternatives carried forward and presented herein. Alternative 5 was created based on the suggestion from the Scoping Meeting that suggested a bypass around Hinkley Community with a connection to Interstate 15 (I-15) approximately one mile north of Outlet Center Drive. From the suggested alignment, Caltrans created a similar Alternative 5 based on design criteria and engineering adjustments. This alternative was not carried forward to environmental study because it would require a new connection point to I-15, which would not meet the minimum requirement for distance between two interchanges; would cross over the Mojave River; would require additional right of way and result in additional environmental impacts; and would bypass a freeway section that had recently been constructed from east of Lenwood Road to I-15.

Another alternative was also suggested at the scoping meeting. It proposed that the alignment be located north of the existing SR-58 and run parallel to the BNSF railroad. This alternative was not carried forward due to its similarity to Alternative 4 and greater engineering, operational and environmental issues.

5.3.3 MAP-21 (23 USC 139) formerly SAFETEA-LU (Section 6002) Coordination

President Obama signed the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141) into law on July 6, 2012, with an effective date of October 1, 2012. MAP-21 creates a streamlined and performance-based surface transportation program, promotes accelerating project delivery, and encourages innovation. MAP-21 directly followed the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) surface transportation program, which was signed into law on August which the following Section 6002 procedures have changed: The need for a separate initiation notice has been eliminated; a single modal agency may act as lead agency for USDOT in the 6002 process; allows programmatic methods to comply with 6002; concurrence of participating agencies in project schedule is required, if schedule is included in coordination plan; and, the issue resolution process now includes financial penalties on permitting agencies.

The SR-58 Hinkley Expressway Project has followed the 6002 process, which deals with Efficient Environmental Review; with passage of the MAP-21 surface transportation reauthorization bill, the 6002 process is now referred to as the “139 process,” since it derives from 23 USC 139.

As discussed in the following subsections, in conjunction with completing the 6002 process, agencies with jurisdictional authority or potential interest in being involved in the development of the project description and evaluation of alternatives for the SR-58 Hinkley Expressway Project, were sent Letters of Invitation to become involved as a participating or/and cooperating agency. Agencies that were confirmed as a participating or/and cooperating agency were also sent letters requesting review and comment on the purpose and need, range of alternatives, and methodology for the project.

5.3.3.1 23 USC 139 (SAFETEA-LU Section 6002) Coordination

As part of the requirements for SAFETEA-LU Section 6002 (now 139), various agencies were invited to participate in the project as cooperating, participating, and/or responsible agencies, as applicable. Per responses to the invitation letters, interagency review roles have been established, and a summary of consultation and coordination is provided below. All agencies on this list have been requested to comment on key components of the environmental document prior to public circulation. Additionally, please refer to Section 5.3.3.2 for additional information regarding the January 2008 Cooperating/Participating Agency Scoping Meeting.

- Caltrans (Role: NEPA and CEQA lead agency)
 - 11/14/2007: Letters of Invitation to become a cooperating and/ participating agency were mailed to agencies with possible jurisdictional or other interest for involvement in the project.
 - 06/11/2009: Letters were mailed to cooperating and participating agencies requesting review and comment on the Draft Purpose and Need, Alternatives under study, and the Coordination Plan.
 - 10/4/2010: Caltrans sent a formal project update letter to the public.
- U.S. Army Corps of Engineers (USACOE) (Role: Cooperating Agency/Participating Agency)
 - 11/08/2007 – Invitation sent to the USACOE Los Angeles office requesting the agency’s involvement as a cooperating and/or participating agency; a written response was received agreeing to be a Cooperating and Participating Agency.
 - 09/29/2009 – Field meeting with Veronica Chan (USACOE) and Karen Riesz (Caltrans) to present the project.
- U.S. Fish and Wildlife Service (USFWS) (Role: Participating Agency)
 - 02/20/1990: Biological Assessment submitted for endangered species consultation.
 - 06/22/1990: Biological Opinion obtained. (An environmental document for this project, previously approved in 1990, led to a Biological Opinion from USFWS.)

- 11/08/2007: An invitation was sent to the Ventura office requesting the agency's involvement as a cooperating and/or participating agency; no response was received in return; Participating Agency status assigned.
- 08/27/2009: Meeting with Ray Bransfield (USFWS) to discuss mitigation ratios and installation of desert tortoise fencing. It was determined that desert tortoise fencing would be located outside the detention fencing.
- 09/22/2009: Meeting with Ray Bransfield (USFWS), Tonia Moore (CDFG), Eric Weiss (CDFG), and Becky Jones (CDFG): follow up discussion from previous meetings pertaining to culvert design, raven monitoring as part of the desert tortoise monitoring, and mitigation ratios for the project.
- U.S. Bureau of Land Management (BLM) (Role: Cooperating Agency/Participating Agency)
 - 06/20/2007: Email received from Edythe Seehafer of BLM requesting cooperating agency status on the project, which was presented during a quarterly meeting between Caltrans and BLM (NOTE: this request was received after the publication of the NOI for this project in the Federal Register in May of 2007).
 - 11/14/2007: An invitation was sent to the Barstow office requesting the agency's involvement as a cooperating and/or participating agency; cooperating agency status anticipated.
 - 09/03/2009: Meeting with Mickey Quillman (BLM Manager) to present project. BLM accepted role as Cooperating Agency. They agreed to review all documents including the Natural Environment Study (NES) prior to Caltrans approval. Lorenzo Encinas assigned to the project.
- California Department of Fish and Game (CDFG)
 - 03/12/1990: CDFG approval of project. An environmental document for this project, previously approved in 1990, led to CDFG approval.
 - 11/14/2007: An invitation was sent to the Ontario office requesting the agency's involvement as a participating agency; no response was received; consideration as a Participating Agency has expired.
 - 09/22/2009 - Meeting with Ray Bransfield (USFWS), Tonia Moore (CDFG), Eric Weiss (CDFG), and Becky Jones (CDFG): Follow up discussion from previous meetings pertaining to culvert design, raven monitoring as part of the desert tortoise monitoring, and mitigation ratios for this project.
- California Regional Water Quality Control Board, Region 6 (RWQCB, Region 6) (Role: Participating Agency)
 - 1/2002 - Lahontan Regional Water Control Board met with Jones and Stokes, the Project's environmental consultant at the time.
 - 6/2007 - Second meeting of Lahontan Regional Water Control Board and Jones and Stokes.
 - 11/2007 - Invitation letters for Cooperating/Participating agencies mailed (including Lahontan Regional Water Control Board)

- 12/04/2007: An invitation was sent to Ms. Judith Deir requesting the agency's involvement as a participating agency; no response was received.
- 1/08/2008 - First meeting for cooperating/participating agencies
- 5/21/2009 - The water quality control board may have an issue with the size and number of basins planned due to the remediation efforts of PG&E.
- 08/06/2009 - Received comments from the RWQCB regarding the SR-58 Hinkley project.
- 09/10/2009 - Meeting with Lisa Dernbach (RWQCB, Region 6) to present the project to the RWQCB as part of NEPA coordination. No relevant biological related issues were discussed. Requested Participating Agency status.
- 9/10/2009 – On 07/27/2009, received a letter from Chuck Curtis, Manager Cleanup and Enforcement Division, which stated that staff of the CA RWQCB had reviewed the packet of information and comments were attached. A meeting was held by explaining that the meeting's purpose was to discuss any issues/concerns that the CA Regional Water Quality Control Board may have with the Hinkley Expressway project.
 - Lisa Dernbach-CA Regional Water Quality Control Board
 - Mike Keever-Caltrans Design
 - Karen Riesz-Caltrans Biology
 - Rosanna Roa-Caltrans Hazardous Waste

Teleconference with BLM, PG&E, and the RWQCB took place since from the map it appeared that the plume was close to BLM land and the Mojave River. A review of the file revealed that on 06/11/2009 a packet containing the Draft Purpose and Need, the Coordination Plan, and the Alternatives under study was mailed to:

California Regional Water Quality Control Board – Lahontan, Region 6 (RWQCB-6)
Mike Plaziak, Supervising Engineering Geologist 760-241-7404
14440 Civic Dry, Suite 200
Victorville, CA 92392

The RWQCB requested to be copied on the information exchange and kept in the loop regarding coordination. The RWQCB also indicated that they would need to be notified for the relocation of any of the piping network and/or monitoring wells, as the piping network was placed in strategically selected locations. General discussion occurred regarding the PG&E remediation piping network that was constructed. The RWQCB indicated that Caltrans may contact PG&E for specifics regarding the depth of the pipeline network and its exact location and dimensions.

- 10/27/2009 - meeting with PG&E representative. Information will be requested regarding any Environmental studies that have been done for their remediation projects.
- U.S. Environmental Protection Agency (EPA) (Role: Participating Agency)
 - 11/13/2007- An invitation was sent to Jeff Scott in the San Francisco office requesting the agency's involvement as a cooperating and/or participating agency; a written response requesting Participating Agency status was received.

- Council on Environmental Quality (CEQ) (Role: Participating Agency)
 - 05/28/2010 – An invitation was sent requesting the agency’s involvement as a cooperating and/or participating agency; no response was received. Participating Agency status assigned.
- California Department of Water Resources (DWR)
 - 12/04/2007- An invitation was sent to Nadell Gayou in the Sacramento office requesting the agency’s involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.
- California Office of Historic Preservation
 - 11/14/2007: An invitation was sent requesting the agency’s involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.
- California Public Utilities Commission (CPUC) (Role: Participating Agency)
 - 12/04/2007: An invitation was sent requesting the agency’s involvement as a participating agency; a written response requesting Participating Agency status was received.
- San Bernardino County (County) Land Use Services Department, Planning Division (Role: Participating Agency)

(NOTE: Local planning authority. The project location is entirely within a portion of unincorporated San Bernardino County.

 - 04/03/2010: Response to invitation received/requested Participating Agency status during meeting.
- San Bernardino Associated Governments (SANBAG)
 - 05/28/2010: An invitation was sent requesting the agency’s involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.
- Mojave Desert Air Quality Management District (Role: Participating Agency)
 - 05/28/2010: An invitation was sent requesting the agency’s involvement as a participating agency; a written response wishing to be designated a Participating Agency was received on 06/02/2010.
- California Highway Patrol
 - 12/04/2007: An invitation was sent requesting the agency’s involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.
- San Bernardino County Fire Department (Role: Participating Agency)
 - 05/28/2010: An invitation was sent requesting the agency’s involvement as a participating agency; a response via telephone wishing to be designated a Participating Agency was received on 06/28/2010.
- San Bernardino County Sheriff
 - 05/28/2010: An invitation was sent; requesting the agency’s involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.

- Native American Heritage Commission
 - 12/04/2007: An invitation was sent requesting the agency's involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.
- U.S. Department of Transportation, Federal Transit Administration (Role: Participating Agency)
 - 11/14/2007: An invitation was sent requesting the agency's involvement as a cooperating and/or participating agency; a written response was received declining participation as a Cooperating Agency. Status as a Participating Agency assigned.
- California Department of Toxic Substances Control
 - 12/04/2007: An invitation was sent requesting the agency's involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.
- California Department of Parks and Recreation
 - 12/04/2007: An invitation was sent requesting the agency's involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.
- California Department of Conservation
 - 12/04/2007: An invitation was sent requesting the agency's involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.
- City of Barstow, Community Development Department, Planning Division
 - 05/28/2010: An invitation was sent requesting the agency's involvement as a cooperating and/or participating agency; no response was received. Consideration as a Participating Agency has expired.
- Barstow Unified School District
 - 05/28/2010: An invitation was sent requesting the agency's involvement as a participating agency; no response was received. Consideration as a Participating Agency has expired.

5.3.3.2 January 2008 Cooperating/Participating Agency Scoping Meeting

On November 14, 2007, Caltrans sent letters to all cooperating and participating agencies inviting them to attend a meeting on January 8, 2008. The purpose of the meeting was to discuss the purpose and need and range of alternatives for the project and solicit agency comments. None of the agencies invited attended the meeting; however, Caltrans had presented the project at a quarterly meeting with BLM.

5.3.3.3 List of 139 (Section 6002) Cooperating and Participating Agencies

Cooperating Agencies

- Bureau of Land Management (BLM)
- U.S. Army Corps of Engineers (USACOE)

Participating Agencies

- California Public Utilities Commission (CPUC)
- California Regional Water Quality Control Board, Region 6 (RWQCB)
- Council on Environmental Quality (CEQ)
- Mojave Desert Air Quality Management District
- San Bernardino County Fire Department
- San Bernardino County Land Use Services Department – Planning Division
- U.S. Department of Transportation, Federal Transit Administration
- U.S. Environmental Protection Agency (EPA)
- U.S. Fish and Wildlife Service (USFWS)

5.3.3.4 Correspondence Related to the 139 (Section 6002) Process

Sample letters of the 23 USC 139 (Section 6002) process follow:

Sample Letters (Cooperating & Participating Agencies): 23 USC 139 (6002) Process

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

ENVIRONMENTAL PLANNING (MS 823)

464 W. FOURTH STREET, 6TH FLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-6387

FAX (909) 383-6494

TTY (909) 383-6300



*Flex your power!
Be energy efficient!*

Reference: 08-SBd-State Route-58
Post Mile 21.8/31.1
EA: 04351

November 14, 2007

U.S. Department of Transportation
Federal Transit Administration
201 Mission Street
Suite 1650
San Francisco, CA 94105-1839

Attention: Region 9 Representative

Dear Federal Transit Representative:

SUBJECT: Invitation to Become Participating Agency and Cooperating Agency on State
Route 58 (SR-58) Widening and Realignment Project

The California Department of Transportation (Department), as delegated by the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) for the widening and realignment of SR-58 near the community of Hinkley, west of the City of Barstow, in San Bernardino County, California – a distance of approximately 10 miles. The Notice of Intent for this project was published in the Federal Register Notice on May 10, 2007 (Vol. 72, No. 90, Pages 26679 & 26680).

Because your agency has been identified as an agency that may have an interest in this project, we are inviting you to become a participating agency with the Department in the development of the EIS. This designation does not necessarily imply that your agency supports the proposed project.

The Department also requests the participation of your agency as a cooperating agency in the preparation of the DEIS and FEIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

Pursuant to Section 6002(f) of SAFETEA-LU [Public Law 109-59, 8/10/2005] the Department as the lead agency in the environmental review process for this project is responsible for:

- a) Coordination among agencies and the public for efficient environmental reviews and project decision-making.
- b) Providing an opportunity for involvement by participating agencies and the public in defining the purpose and need for this project.

"Caltrans improves mobility across California"

- c) Making information available to the participating agencies as early as practicable in the environmental review process regarding the environmental and socioeconomic resources located within the project area and the general locations of the alternatives under consideration.

Participating agencies, pursuant to Section 6002 of SAFETEA-LU, are responsible for identifying as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- a) Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in alternatives analysis.
- b) Participate in coordination meetings and join field reviews as appropriate.
- c) Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

A reply is requested by December 13, 2007, even if you decline this invitation. Any Federal agency that is invited to participate in the environmental review process for a project shall be designated as a participating agency by the lead agency unless the invited agency informs the lead agency, in writing, that the invited agency:

- a) Has no jurisdiction or authority with respect to the project;
- b) Has no expertise or information relevant to the project; and
- c) Does not intend to submit comments on the project.

A participating agency scoping meeting is scheduled for Tuesday, January 8, 2008 from 1:00 p.m. to 4:30 p.m. at the District 8 - Department Office, located at 464 West 4th Street, San Bernardino, CA 92401-1400, Room 805, on the 8th floor. Please allow time to check-in with security.

Please contact Boniface Udotor, Office Chief, San Bernardino County, Environmental Studies, at (909) 388-1387 or Anwar Ali, Associate Environmental Planner, at (909) 388-2072 should you have any questions. Thank you for your cooperation and interest in this project.

Sincerely,



Boniface Udotor
Office Chief, San Bernardino County
Environmental Studies/Support A

bc: File

Irene Dominguez/id

"Caltrans improves mobility across California"



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street

San Francisco, CA 94105-3901

December 13, 2007

Boniface Udotor
California Department of Transportation District 8
Environmental Planning (MS 823)
464 West 4th Street, 6th Floor
San Bernardino, CA 92401-1400

Dear Mr. Udotor:

We are writing in response to your letter dated November 13, 2007 inviting the U.S. Environmental Protection Agency (EPA) to become a Participating and Cooperating Agency for the State Route 58 (SR 58) Widening and Realignment Project, near the community of Hinkley, west of the City of Barstow, in San Bernardino County, California. The California Department of Transportation (Caltrans) will prepare an environmental impact statement (EIS) for the project under National Environmental Policy Act (NEPA).

The State of California has assumed Federal Highway Administration (FHWA) responsibilities under NEPA for this project pursuant to the *Memorandum of Understanding Between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*.

EPA accepts Caltrans' invitation to become a "Participating Agency" (as defined in 23 USC 139 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). As a Participating Agency, EPA will provide comments on the Draft EIS and Final EIS. EPA has already provided scoping comments for this project on July 31, 2007. EPA's participation as a Participating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act.

EPA respectfully declines Caltrans' invitation to participate as a Cooperating Agency. We understand that 40 CFR Section 1501.6 requires the FHWA to invite EPA to participate as a Cooperating Agency. However, it is not unusual for EPA to decline invitations to participate as a Cooperating Agency in federal projects. EPA prefers to engage in projects through coordination under the April 2006 *National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding (NEPA/404 MOU)*. EPA has committed to specific concurrence points to aid in development of the EIS through the NEPA/404 MOU, which

Printed on Recycled Paper

involves active participation in meetings and document reviews. EPA is committed to upholding our formal responsibilities under the NEPA/404 MOU.

The NEPA/404 MOU applies to transportation projects that have five or more acres of permanent impacts to waters of the United States and require EIS preparation. We encourage Caltrans to contact the NEPA/404 signatory agencies once more information about the potential impact to waters of the United States is available so that the agreement points can be addressed in coordination with SAFETEA-LU requirements and as early as possible in the EIS process.

We appreciate Caltrans' interest in working with EPA and look forward to participating in the project's EIS development. Unfortunately, EPA is not available for the January 8, 2008 participating agency scoping meeting. If you have any questions, please contact me at 415-947-4188 or by e-mail at sturges.susan@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Susan Sturges', is written over a horizontal line.

Susan Sturges, Life Scientist
Environmental Review Office

CC: Anwar Ali, California Department of Transportation, District 8
Tay Dam, Federal Highway Administration
Horst Greczmiel, Council on Environmental Quality



Edythe_Seehafer@ca.blm.gov

v

06/20/2007 03:35 PM

To: boniface_udotor@dot.ca.gov

cc: Mary_Petry@dot.ca.gov

bcc:

Subject: Fw: SR 58 Widening - Response to Scoping Letter

Boniface, please add BLM, Barstow Field Office to your list of interested agencies. We had a recent Caltrans - BLM Coordination Meeting at which SR 58 widening project came up in conversation, but no specifics were given. Once the alignment alternatives and ROW width is identified, BLM will have to review its records to determine what, if any, impact this would have on public lands. It appears some of the alternative alignments cross public lands in the area of the Valley View exit. It is likely that we would be a cooperating agency given the location, if all work cannot be completed within the existing ROW.

BLM would prefer an alignment that uses the existing alignment to the extent feasible, given we manage public lands both north and south of the alignment for desert tortoise recovery. Also, we would want any existing desert tortoise fences reconstructed, and appropriate culverts for use of DT and other wildlife constructed as feasible beneath the roadway. The FHWA will need to consult with USFWS on this project also given its location, and should do so as soon as a preferred alignment is identified.

Also, for the purposes of the NEPA analysis and USFWS consultation for this project and the upgrade project on SR58 to the west (Marie Petry lead, scoping notice received a few weeks ago), it would appear time and consultation savings would occur if the analysis and consultation is combined. I will be the point of contact until we know the scope of public lands effects. Edy

Edythe Seehafer
Environmental Coordinator
Barstow Field Office
2601 Barstow Road
Barstow, CA 92311
760-252-6021

Anwar
Ali/D08/Caltrans/CAGov
12/26/2007 09:42 AM

To: "Rahman, Junaid" <JNR@cpuc.ca.gov>
cc: Bon face.Udotor@dot.ca.gov, Mark
Lancaster/D08/Caltrans/CAGov@DOT
bcc:
Subject: RE: Invitation to Become Participating Agency and
Cooperating Agency on State Route 58 Widening and
Realignment Project []

Hi Junaid,
Thank you for response to our invitation to become a participating agency. The California Department of Transportation project development process ensures all utilities in project area are identified early on. For this project, all utilities have been identified and plans are being developed. The information requested will be provided as they become available. Thank you.

Anwar Ali
Associate Environmental Planner
Department of Transportation
464 W. 4th Street, MS 823
San Bernardino, CA 92401-1400
Phone: (909) 388-2072 Fax: (909) 383-6494

Phone: (909) 388-2072 Fax: (909) 383-6494
"Rahman, Junaid" <JNR@cpuc.ca.gov>



"Rahman, Junaid"
<JNR@cpuc.ca.gov>
12/20/2007 05:55 PM

To: <Boniface.Udotor@dot.ca.gov>
cc: <Anwar.Ali@dot.ca.gov>, "Lukins, Chloe"
<CLU@cpuc.ca.gov>
Subject: RE: Invitation to Become Participating Agency and
Cooperating Agency on State Route 58 Widening and
Realignment Project

Boniface,

The California Public Utilities Commission wishes to act as a Participating Agency with CDOT in the development of the EIS for SR 58 Road Widening and Realignment Project. We request further details on the project, such as:

- are there transmission lines that will be affected by the road widening?
- will any utilities need to make upgrades to accommodate this project?

The CPUC appreciates the opportunity to act as a Participating Agency.

Junaid Rahman
Energy Division
Phone: (415) 355-5492
Fax: (415) 703-2200
E-mail: jnr@cpuc.ca.gov



<Raymond.Sukys@dot.gov>
01/03/2008 01:52 PM

To: <anwar.ali@dot.ca.gov>
cc:
bcc:
Subject: SR-58

As discussed today, FTA Region 9 declines to become a cooperating or participating agency for the NEPA evaluation of this project.

Thank you,

Ray Sukys
Director, Office of Planning & Program Development
FTA Region 9

*participating
agency*

OFFICE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 8
ENVIRONMENTAL PLANNING (MS 823)
464 W. FOURTH STREET, 6TH FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-6387
FAX (909) 383-6494
TTY (909) 383-6300



*Flex your power!
Be energy efficient!*

**Reference: 08-SBd-State Route-58
Post Mile 21.8/31.1
EA: 04351**

June 11, 2009

U.S. Department of Transportation
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Attention: Region 9 Representative

SUBJECT: Review request for the Draft Purpose and Need, Coordination Plan, and
Proposed Alternatives on the State Route 58 (SR-58) Hinkley Expressway
Project

Dear Federal Transit Representative:

The California Department of Transportation (Department), as delegated by the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) for the widening and realignment of SR-58 near the community of Hinkley, west of the City of Barstow, in San Bernardino County, California – a distance of approximately 10 miles. The Notice of Intent for this project was published in the Federal Register Notice on May 10, 2007 (Vol. 72, No. 90, Pages 26679 & 26680).

Pursuant to Section 6002(f) of SAFETEA-LU [Public Law 109-59, 8/10/2005], and in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA), the Department, as the lead agency, is sending the enclosed information regarding this project in order to request comments on the Draft Purpose and Need, Coordination Plan, and Proposed Alternatives. **Please submit comments on, or before July 11, 2009.**

On June 26, 2007, July 26, 2008 and October 29, 2008 the Department hosted public information meetings with community stakeholders to request comments on the Draft Purpose and Need and discuss the Proposed Alternatives. As of December 1, 2008 all comments from community stakeholders regarding the Draft Purpose and Need and the Proposed Alternatives were received.

On January 8, 2008, an agency scoping meeting was scheduled at the District 8 - Department Office to discuss the Draft Purpose and Need, Coordination Plan, and the Proposed Alternatives. In order to update your agency on where we are in the environmental process the Department is mailing this packet of information. Additionally, we are requesting your agency's comments on the Draft Purpose and Need, Coordination Plan, and Proposed Alternatives on, or before July 11, 2009.

"Caltrans improves mobility across California"

It is the Department's goal to identify any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Please notify us as soon as possible if you are not the correct agency contact person for this project so that we may update our records. Should you have any questions regarding this review request and/or the proposed project please contact Boniface Udotor, Office Chief, San Bernardino County, Environmental Studies, at (909) 388-1387 or Irene Dominguez, Associate Environmental Planner at (909) 388-7068.

Thank you for your cooperation and interest in this project.

Sincerely,

Russell Williams

for Boniface Udotor
Office Chief, San Bernardino County
Environmental Studies/Support A

bc: File

Irene Dominguez/id

"Caltrans improves mobility across California"



Mojave Desert Air Quality Management District

14306 Park Avenue, Victorville, CA 92392-2310

760.245.1661 • fax 760.245.2699

Visit our web site: <http://www.mdaqmd.ca.gov>

Eldon Heaston, Executive Director

June 25, 2009

Boniface Udotor, Office Chief
Department of Transportation, District 8, Environmental Planning (MS 823)
464 W. Fourth Street
San Bernardino, CA 92401-1400

Project: State Route 58 Hinkley Expressway Project

Dear Mr. Udotor:

The Mojave Desert Air Quality Management District (MDAQMD) has received the review request for the Draft Purpose and Need, Coordination Plan, and Proposed Alternatives on the State Route 58 (SR-58) Hinkley Expressway Project. This project will widen and realign SR-58 near the community of Hinkley for a distance of approximately 10 miles. The purpose of the project is to: improve safety features; maintain route continuity; increase capacity and reduce congestion; and upgrade the pavement structural section to handle the high truck volumes and heavy loads.

Certain air quality issues may have a potentially significant impact on air quality in the District. The Environmental Impact Statement should include a discussion of those aspects of the proposed project which have the potential to generate air quality impacts. The cumulative air quality impacts discussion should assess total non-attainment air pollutant emissions from the proposed project to determine the cumulative air quality impact on the District's air quality relative to the District attainment designations. MDAQMD Designations and Classifications are available at http://www.mdaqmd.ca.gov/rules_plans/documents/CEQAGuidelines.pdf.

Thank you for the opportunity to review this planning document. If you have any questions regarding this letter, please contact me at (760) 245-1661, extension 6726, or Tracy Walters at extension 6122.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan J. De Salvio".

Alan J. De Salvio
Supervising Air Quality Engineer

TW/AJD

Hinkley Widening & Realignment Project

City of Adelanto Town of Apple Valley City of Barstow City of Blythe City of Hesperia City of Needles County of Riverside County of San Bernardino City of Twentynine Palms City of Victorville Town of Yucca Valley

5.4 Additional Project Coordination and Public Outreach

Separate and in addition to all 6002 related coordination, Caltrans also performed the following coordination in conjunction with project development.

5.4.1 United States Fish and Wildlife Service and Section 7 Coordination

- June 15, 2012 - Species list sent to Caltrans by the USFWS.
- October 17, 2012 - Biological Assessment submitted for endangered species consultation.
- March 29, 2013 - Biological Opinion obtained (see Appendix K).

5.4.2 Native American and Section 106 Coordination

Native American coordination was also conducted through the following correspondence:

- Native American Heritage Commission (NAHC) was contacted by letter on July 6, 2007, requesting information regarding sacred lands and a list of Native American organizations/individuals to contact.
- NAHC response received July 12, 2007 stated that a records search of the Sacred Land Files failed to indicate the presence of Native American cultural resources and provided a list recommending that nine individuals with knowledge of the project area be contacted.
- In December 2007, Dr. Karen Swope, the District Native American coordinator at Caltrans, District 8, reviewed the NAHC list and recommended six individuals be contacted with a slight correction to contact information. In addition, Dr. Swope also recommended consulting with three additional individuals.
- On January 8, 2008, letters were sent to representatives of various Native American tribes in accordance with the list of organizations/individuals received from the NAHC and Dr. Swope's recommendations. Table 5-1 provides a list of individuals who were contacted from applicable Native American organizations.
- As of January 28, 2008, no written responses or telephone contacts from these Native American representatives had been received.
- On January 28, 2008, telephone contact was initiated with these ten individuals/organizations previously contacted by letter. Of those ten contacted, only one was reached. Ms. Walker of the Serrano Nation of Indians requested being notified in the event that any cultural resources were discovered during project-related ground-disturbing activities. She also requested copies of all project related archaeology reports and environmental documents.
- A second attempt to contact the remaining nine individuals was made on January 30, 2008. At that time, Dr. Tsosie of the Colorado River Reservation and Mr. Wood of the Chemehuevi Tribe stated that they had no immediate concerns related to the project. To date, no other Native American responses have been received.

- On March 24, 2008 the Twenty-nine Palms Band of Mission Indians provided a written response indicating that they believe that the project site may contain cultural resources and that they have no specific comments on the project. The Band also requested that they be notified if any cultural resources are discovered.

Table 5-1: Native American Contact Information

Contact Person	Organization
Henry Duro	San Manuel Band of Mission Indians
Ann Brierty	San Manuel Band of Mission Indians
Charles Wood	Chemehuevi Reservation
John Valenzuela, Chairperson	San Fernando Band of Mission Indians
Linda Otero	AhaMaKav Cultural Society of the Fort Mojave Indian Tribe
Britt Wilson	Morongo Band of Mission Indians
Goldie Walker	Serrano Nation of Indians
Tim Wilson, Cultural Resources Coordinator	Fort Mojave Tribe
Dean Mike, Chairman	Twenty-nine Palms Band of Mission Indians
Michael Tsosie, Museum Director	Colorado River Reservation

The following coordination has also occurred to address cultural resources pursuant to Section 106 of the National Historic Preservation Act:

- December 15, 2010 - The Area of Potential Effect (APE) for cultural resources was signed by Caltrans (District 8) Environmental Branch Chief.
- July 6, 2007 – Letters were sent to the Museum Director at the Twenty Mule Team Museum in Boron, California, and Robert Hilburn at the Mojave River Valley Museum in Barstow, California to solicit additional historical information regarding the project study area.
- January 23, 2012 – Letter of concurrence regarding non-eligible properties per the National Register of Historic Places, received from the Office of Historic Preservation, Department of Parks and Recreation (SHPO) reference the project undertaking in accordance with the Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California (PA).
- January 10, 2013 – Meeting held with San Manuel to discuss the project and provide copies of the Archaeological Evaluation Report (AER) and the Draft EIR/EIS to San Manuel Chairperson, Carla Rodriguez, and Cultural Staff.
- January 17, 2013 – Carla Rodriguez, Chairperson of San Manuel Band of Mission Indians, sent a letter of concurrence regarding the subject site as eligible for the National Register of Historic Places (NRHP).
- February 28, 2013 – Finding of Adverse Effect approved by Caltrans.

- February 7, 2013 – Caltrans sent letter to SHPO requesting concurrence on the evaluation of the subject site within the project footprint as NRHP eligible.
- February 27, 2013 – Finding of Effect provided to San Manuel Band of Mission Indians, as well as notification of an upcoming Data Recovery Plan (DRP).
- March 20, 2013 – Letter of concurrence regarding non-eligible properties per the National Register of Historic Places, received from SHPO reference the project undertaking in accordance with the Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California (PA).

5.4.3 Transportation Conformity Working Group

- July 27, 2010 – Meeting with Southern California Association of Governments' (SCAG's) Transportation Conformity Working Group (TCWG).

**APPENDIX H: USFWS JUNE 15, 2012 SPECIES LIST AND
USACE JD APPROVAL LETTER**



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003



IN REPLY REFER TO:
08EVEN00-2012-SLI-0358

June 15, 2012

Scott Quinnell
California Department of Transportation
464 West Fourth Street, MS 822
San Bernardino, California 92401

Subject: Species List Request for SR-58 Realignment Project, Hinkley, California

Dear Mr. Quinnell:

We are responding to your request received through the U.S. Fish and Wildlife Service's (Service) internet-based Information, Planning, and Conservation (IPaC) decision support system on May 30, 2012. You requested information on federally listed threatened and endangered species, candidate species, and designated critical habitat that may be affected by your proposed project. The proposed project is located near Hinkley, San Bernardino County, California.

The Service's responsibilities include administering the Endangered Species Act of 1973, as amended (Act), including sections 7, 9, and 10. Section 9 of the Act and its implementing regulations prohibit the taking of any federally listed endangered or threatened species. Section 3(19) of the Act defines take to mean to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Service regulations (50 CFR 17.3) define harm to include significant habitat modification or degradation which actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering. Harassment is defined by the Service as an intentional or negligent action that creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering. The Act provides for civil and criminal penalties for the unlawful taking of listed species.

Exemptions to the prohibitions against take may be obtained through coordination with the Service through interagency consultation for projects with Federal involvement pursuant to section 7 or through the issuance of an incidental take permit under section 10(a)(1)(B) of the Act. If the subject project is to be funded, authorized, or carried out by a Federal agency and may affect a listed species, the Federal agency must consult with the Service, pursuant to section 7(a)(2) of the Act. If a proposed project does not involve a Federal agency but may result in the take of a listed animal species, the project proponent should apply for an incidental take permit, pursuant to section 10(a)(1)(B) of the Act. Once you have determined if the proposed project

Scott Quinnell

2

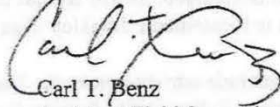
will have a lead Federal agency, we can provide you with more detailed information regarding the section 7 or 10(a)(1)(B) permitting process.

Based on the best available information, including information you provided through the IPaC system, scientific and technical literature, and information in our files, we have identified the federally threatened desert tortoise (*Gopherus agassizii*) as the only listed species likely to occur in your project area. Please note that pursuant to Federal regulation (50 CFR 402.12(e)) a species list is valid for 90 days.

Only federally listed species receive protection under the Act; however, species listed by the State of California or otherwise considered to be sensitive should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Game's Natural Diversity Data Base. You can contact the California Department of Fish and Game at (916) 324-3812 for information on other sensitive species that may occur in this area.

If you have any questions regarding this matter, please contact Amy Torres of my staff at (909) 382-2654.

Sincerely,


Carl T. Benz
Assistant Field Supervisor

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., Governor

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



January 23, 2012

Reply To: FHWA111128B

Gabrielle Duff, Office Chief
Cultural Studies
Caltrans District 8
Environmental Planning (MS 825)
464 W Fourth Street, 6th Floor
San Bernardino, CA 92401-1400

Re: Determination of Eligibility for the Proposed State Route 58 Hinkley Expressway Project in San Bernardino County, CA

Dear Ms. Duff:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Caltrans has determined that the following properties are not eligible for the National Register of Historic Places:

- CA-SBR-12747H, South of Frontier Road, in Section 32, T10N, R3W, SBBM
- CA-SBR-12478H, North and South of SR-58, in Sections 25 and 36, T10N, R4W, SBBM
- Leylerly Dairy, 21988 Hwy 58
- Van Vliet Dairy, 37109 Hinkley Road
- Shephard Farmstead, 21931 Hwy 58
- 36999 Flower Street
- Single Family Residence on Mountain View Road, APN-0494-201-22

Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

STATE OF CALIFORNIA – THE RESOURCES AGENCY

EDMUND G. BROWN, Governor

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



March 20, 2013

In Reply Refer To: FHWA110516B

Gabrielle Duff
Branch Chief, Cultural Studies
Department of Transportation, District 8
Environmental Planning (MS 825)
464 W. Fourth Street, 6th Floor
San Bernardino, CA 92401

Re: State Route 58 Realignment Hinkley Expressway Project, San Bernardino County

Dear Ms. Duff:

Thank you for seeking my consultation regarding the above noted undertaking in accordance with the *Programmatic Agreement (PA) Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California*. Pursuant to Stipulations VIII.C and X.C.2 of the PA, the California Department of Transportation (Caltrans) has determined, and is seeking my comments, that site CA-SBR-15103/H is eligible for the National Register and that a finding of Adverse Effect is appropriate.

The undertaking consists of realigning and widening approximately ten miles of State Route 58 near Hinkley in San Bernardino County. The undertaking will add one lane in each direction, and will include shoulder construction, drainage improvements, and median widening. No vertical Area of Potential Effects was provided. The APE currently includes the three build alternatives under consideration by Caltrans. In addition to your letter received February 8 and March 14, 2013, you have submitted the following documents in support of this undertaking:

- *Supplemental Historic Property Survey Report E-FIS 08 0000 0010* (Laura Chaffin, Caltrans, January 2013)
- *Archaeological Evaluation Report Ca-SBR-15103* (John Eddy and Dennis McDougall, Applied Earthworks, August 2012)
- *Finding of Adverse Effect for State Route 58 Hinkley Expressway project Near Hinkley, San Bernardino County, California* (Susan Goldberg and John Eddy, Applied Earthworks, February 2013)

As documented in the reports noted above, Caltrans has identified ten archaeological sites within the Area of Potential Effects for the four alternatives. Of the alternatives, only one site is within all three of the build alternatives, site CA-SBR-15103/H. Caltrans is phasing the evaluation of the other nine sites until such a time as the alternatives have been refined pursuant to stipulation XII of the PA. All of the build alternatives will result in adverse effects to site CA-SBR-15103/H.

FHWA110516B

03/20/2013

Site Ca-SBR-15103/H is roughly 75 meters by 110 meters in area containing historic debris of the John and Morrison residence, as well as a prehistoric component. The historic component consists of sparse domestic household refuse from the mid twentieth century. The prehistoric component of the site contained at least one human burial with associated shell beads, other ornamentation, lithic materials (both flaked and ground stone), charcoal, and faunal materials. The site was tested through magnetometric survey followed by excavation of 33 shovel probes with augurs in the bottoms of five shovel probes, three backhoe trenches, four surface scrape units, and 14 test excavation units within the site boundaries, as well as several shovel probes and numerous backhoe trenches outside the site boundaries to search for adjacent buried components.

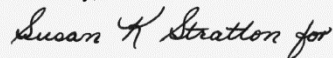
Pursuant to 36 CFR 800.4(c) and Stipulation VIII of the PA, I concur with Caltrans' determination that site CA-SBR-15103/H is eligible for its potential to contribute research information during the period spanning 2000 BP to 1000 BP. I also concur that the historic period is not within the site's period of significance for data potential.

Please note that the level of effort invested in the Phase II testing of site CA-SBR-15103/H, appears to be well in excess of the testing necessary to determine the eligibility of the site and **may** have become data recovery, thereby constituting an adverse effect to the site.

Pursuant to stipulation X of the PA, I concur with Caltrans finding that the undertaking will result in Adverse Effects to historic properties both under the PA and PRC 5024, and I therefore request Caltrans continue consultation to resolve adverse effects pursuant to Stipulation XI of the PA and 36 CFR 800.6(b)(1).

Be advised that under certain circumstances, such as unanticipated discovery or a change in project description, Caltrans may have additional future responsibilities for this undertaking under 36 CFR Part 800. Thank you for seeking my comments and considering historic properties as part of your project planning. If you require further information, please contact Trevor Pratt of my staff, at phone 916-445-7017 or email trevor.pratt@parks.ca.gov.

Sincerely,



Carol Roland-Nawi, PhD.
State Historic Preservation Officer

TCWG Review of PM Hot Spot Interagency Review Forms July 2010

Contact Us | Directions to SCAG | Help | Regional Offices

SEARCH:
[Home](#)
[About Us](#)
[What's New](#)
[Committees](#)
[Meeting Agendas](#)
[Doing Business](#)
[Get Involved](#)
[Calendar](#)
[Careers](#)

PROGRAMS & PROJECTS

[Compass Blueprint](#)[Clean Cities](#)**Environment**[Air Quality](#)[Energy](#)[Environmental Impact Reports](#)[Environmental Justice](#)[Intergovernmental Review](#)[Solid & Hazardous Waste Management](#)[Water](#)[Housing](#)[Local Profiles](#)[Overall Work Program](#)[Regional Comprehensive Plan](#)[Federal Transportation Improvement Program](#)[Regional Transportation Plan](#)[State of the Region](#)[Strategic Plan](#)[Transportation](#)**REGIONAL COUNCIL**[Districts & Representatives](#)[Executive Officers](#)[Governing Structure](#)**LEGISLATION**[California Legislative Matrix](#)[State & Federal Programs](#)[Find Your Representative](#)**DATA SERVICES**[Demographics, Trends & Statistics](#)[Emergency Information Network](#)[Goods Movement Database](#)[Integrated Growth Forecast](#)[Mapping & GIS](#)[Transportation Modeling](#)[Scenario Planning Model \(SPM\)](#)**MEDIA & COMMUNICATIONS**[Press Room](#)[Publications & Reports](#)[SCAG-TV Streaming Videos](#)**SALARY & BENEFITS**

TCWG Project-Level PM Hot Spot Analysis Project Lists

Review of PM Hot Spot Interagency Review Forms

July 2010	Determination
IMP100606	Not a POAQC - Hot Spot analysis not required
LA990351	Not a POAQC - Hot Spot analysis not required
LA996347	Not a POAQC - Hot Spot analysis not required
ORA020115	Not a POAQC - Hot Spot analysis not required
ORA020115 Attachment	Not a POAQC - Hot Spot analysis not required
ORA120522	Not a POAQC - Hot Spot analysis not required
SBD_4351	Not a POAQC - Hot Spot analysis not required
SBD_4351 Figure3	Not a POAQC - Hot Spot analysis not required
SBD_4351 Figure3a	Not a POAQC - Hot Spot analysis not required
SBD_4351 Figure7	Not a POAQC - Hot Spot analysis not required
SR-18/Apple Valley Road intersection Improvement Figures	Not a POAQC - Hot Spot analysis not required

<http://www.scag.ca.gov/tcwg/projectlist/jul10.htm>

5.4.4 Status of Permits, Reviews and Approvals

Coordination for the following permits, reviews, and approvals are anticipated prior to project construction unless otherwise indicated.

- County of San Bernardino Freeway Agreement for (1) local roads that will be closed, (2) construction of the new interchanges, and, as applicable (3) relinquishment to the County of the existing SR-58 and small segments of local roads the project would construct;
- County of San Bernardino Temporary Construction permits for construction affecting local road systems;
- Burlington Northern Santa Fe (BNSF) Encroachment Permit for work performed within railroad right of way;
- U.S. Bureau of Land Management (BLM) Application for Proposed Action due to involvement of parcels owned by BLM;
- California Public Utilities Commission (CPUC) Approval for the construction of a highway-rail grade crossing over the BNSF rail line per Public Utilities Code Sections 1201 through 1205;
- California State Water Resources Control Board (SWRCB) Coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, Order No. 2009-0009-DWQ);
- California Department of Fish and Game (CDFG) 1602 Permit for activities within ephemeral dry washes;
- CDFG 2081 Permit for Mohave Ground Squirrel;
- CDFG 2081 Incidental Take Permit for Desert Tortoise/Loss Desert Tortoise Habitat;
- U.S. Fish and Wildlife Service (USFWS) Biological Assessment and Biological Opinion (BA/BO) for Desert Tortoise completed;
- State Historic Preservation Officer (SHPO), California Office of Historic Preservation, concurrence of Finding of Adverse Effect involving Historic Property CA-SBR-15103/H completed.
- Memorandum of Agreement (MOA) completed and fully executed prior to the approval of the Record of Decision (ROD).

5.5 Public Outreach

5.5.1 2008 Public Information Meetings

Public information meetings were held at Hinkley Elementary School (37600 Hinkley Road, Hinkley, CA 92347) on July 15, 2008, October 29, 2008, and September 22, 2010, to share updated features of the project. Information display boards and maps depicting Alternatives 2, 3,

and 4 were located around the room. Caltrans' representatives were on hand to answer questions, address concerns, and receive public input regarding the project.

5.5.2 September 2010 Public Information Meeting

Meeting Summary

A public information meeting was held on Wednesday, September 22, 2010, from 6:00 p.m. to 8:00 p.m. at Hinkley Elementary School, located at 37600 Hinkley Road, Hinkley, CA 92347. The meeting was hosted by Caltrans.

The purpose of the public information meeting was to update the public regarding the project schedule, the elimination of the interchanges at Valley View Road and Summerset Road, discuss the addition of the detention basins for all alternatives, and to present the slight modifications for the project alignments. Of interest to the public was a modification on the east end of Alternative 2. The updated alignment for Alternative 2 avoids impacts to an existing alfalfa field that is equipped with a center pivot irrigation system. Design staff worked with the property owner, who is a farmer, in order to avoid impacts to his alfalfa fields. Informational display boards were located around the room and Caltrans' representatives were on hand to answer questions, address concerns, and receive public input regarding the project.

Community Outreach

Community outreach was completed via newspaper advertisements. On September 12, 2010, Caltrans placed advertisements in English and Spanish announcing the meeting in the *Daily Press* newspaper. The *Daily Press* is a daily newspaper of local/general circulation serving the community of Hinkley. Additionally, letters of invitation were mailed to residents who had requested a direct mailing list be developed from the July 2008 public information meeting. Residents advised environmental staff that in addition to reading the advertisements and receiving the letters, an announcement was made during Sunday services at Hinkley Bible Church located at 37313 Hinkley Road, Hinkley, CA 92347.

Public Scoping

Upon arriving, attendees were asked to sign an attendance sheet to ensure that all interested parties were added to the project mailing list.

Twenty-four people signed the attendance roster. Attendees were encouraged to view displays and maps of the project alternatives and ask questions. Comment cards were available at the sign-in table. Attendees were encouraged to take additional comment cards to their families and friends, who were not able to attend the meeting. Attendees were encouraged to fill-out comment cards at the meeting. Three comment cards were received. All three comment cards reflected support for Alternative 2.

At one point residents asked if smaller copies of the maps on display were available. Environmental staff prepared a mailing list and Caltrans provided the requested maps along with

a letter summarizing the status of the project. Community members were informed that the draft environmental document would be available and that a public hearing is planned for the project.

October 2010 Letter of Update

As an update to residents and attendees of the September 2010 Public Information Meeting, Caltrans stated in a letter that two of the four interchanges initially proposed would be eliminated from the project design. This announcement followed the completion of a traffic study which indicated that interchanges at Valley View Road and Summerset Road were not warranted due to insufficient existing and projected traffic volumes. The traffic study indicated that the project purpose and need could be met with two interchanges, one at Lenwood Road and the other at Hinkley Road. The traffic study further confirmed that the four interchanges within the limits of the project (as had originally been proposed) were not warranted; projected traffic volumes at interchanges at Hinkley Road and Lenwood Road only would be sufficient to meet the project purpose and need. The elimination of interchanges at Valley View Road and Summerset Road from the project design was announced to the public in a Letter of Update to residents dated October 4, 2010.

5.5.3 January 2013 Public Hearing

An Open-Forum Public Hearing was held on Wednesday, January 23, 2013 from 6:00 p.m. to 9:00 p.m. at Hinkley Elementary School, located at 37600 Hinkley Road, Hinkley, CA 92347. Numerous Caltrans staff attended, including Design, Environmental Engineering, Right of Way, Environmental Planning and the Project Manager.

The purpose of the Public Hearing was to give the public an opportunity to discuss impacts and design features of the project with Caltrans staff before the final design was selected, and to provide an opportunity to ask questions regarding the planned schedule for the project, including the tentative schedule for the purchase of land for right of way as well as the tentative schedule for construction.

5.5.4 Notices of Public Hearing and of DEIR/EIS Circulation

Notices announcing both the Public Hearing and the availability of the Draft EIR/EIS were published in local newspapers January 4 and January 5, 2013. On January 4, 2013, Caltrans placed advertisements in English announcing the hearing and Notice of Availability (NOA) of the Draft EIR/EIS in *The Sun* and *The Desert Dispatch*. On January 5, 2013, Caltrans placed advertisement in Spanish announcing the hearing and NOA in *El Mojave*. The notices identified the location, purpose, and format of the public hearing. The notices also provided information on the availability of the Draft EIR/EIS, review comment time period, and contact information for further information and/or submittal of comments. Notices announcing the hearing and NOA were also mailed to residents within a 500-ft radius of the project, and to cooperating and participating agencies, on January 2, 2013, and January 3, 2013; notices were forwarded to additional addresses in February 2013 for returned notices that included forwarding addresses. A second notice announcing the Public Hearing was published in Spanish in *El Mojave* on

January 19, 2013; the notice was published in English in the *Daily Press* and *The Sun* January 20, 2013. See Section 5.5.5 for copies of the distributed notices.


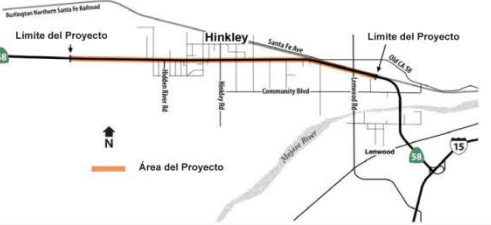
In addition to the aforementioned published notices in newspapers of record pertinent to the project location, Caltrans also noticed the circulation of the Draft EIR/EIS prepared for this project through the State Clearinghouse and in the Federal Register. Under CEQA, an agency must solicit and respond to comments from the public and from other agencies concerned with the project. Under NEPA, an agency must request and respond to comments from the public; appropriate federal, state, and local agencies; and Native American tribes, where appropriate. The Draft EIR/EIS went through the required public and agency review process. The Notice of Completion was submitted to the State Clearinghouse and the Notice of Availability was published in the Federal Register, both on January 4, 2013.

5.5.5 Distribution of the DEIR/EIS

A CD copy of the Draft EIR/EIS was mailed to property owners of record within a 500-ft radius of the project. Additionally, cooperating and participating agencies were provided a CD copy of the Draft EIR/EIS. Notices with a CD copy of the Draft EIR/EIS were sent to additional addresses in February 2013 in conjunction with returned notices that included forwarding addresses.


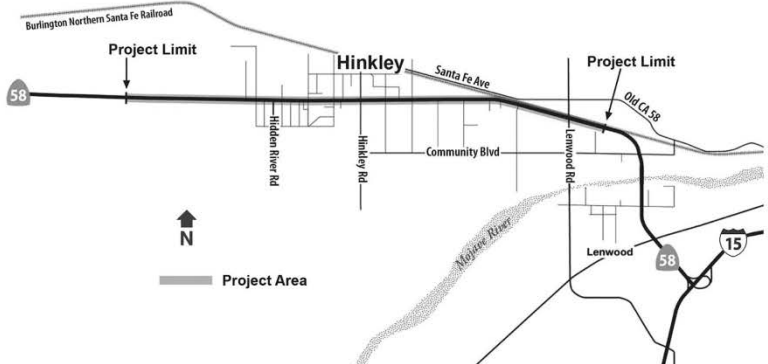
Following are:



- Published Newspaper Notices
- Published Federal Register Notice
- Copies of Public Notice that accompanied distributed CD copy of Draft Environmental Impact Report/ Environmental Impact Statement
- Letter received from State Clearinghouse


	<h2 style="text-align: center;">AVISO PÚBLICO</h2> <p style="text-align: center;">Reporte/Declaración Preliminar de Impactos Ambientales disponible Para la Ruta 58</p> <p style="text-align: center;">Anuncio de Foro Abierto Audiencia Pública</p>	
Proyecto Ruta Estatal 58 Autopista Hinkley		
		
LO QUE SE ESTÁ PLANEANDO	<p>El Departamento de Transporte de California (CALTRANS) propone ampliar una parte de la Ruta Estatal 58 (SR-58) de una carretera convencional de dos carriles a una autopista de cuatro carriles, desde 2.8 millas al oeste de Hidden River Road hasta 0.7 milla al este de Lenwood Road, cerca de la comunidad de Hinkley, en el Condado de San Bernardino. La autopista incluirá carriles estándar de 12 pies en ancho; hombros de autopista estándar de 10 pies en ancho y una línea divisoria de 78 pies en ancho. Dos intercambios de carreteras se construirán; uno en Hinkley Road y el otro en Lenwood Road. Todas las rampas de entrada tendrán dos carriles en conexión con las calles locales y harán transición a un solo carril antes de unirse a la autopista. Todas las salidas tendrán paradas de tres direcciones en la intersección con la correspondiente calle local. Las banquetas relacionadas con los nuevos intercambios serán construidas conforme a la Ley de Estadounidenses con Discapacidades (ADA) donde sean aplicable. También se harán mejoramientos a la calle Lenwood Road de manera que servicio del ferrocarril de Burlington Northern Santa Fe (BNSF) continúe siendo proporcionado. El proyecto también propone acceso a modos de transporte no motorizados (es decir; peatones, ciclistas y uso ecuestre) a través de banquetas de 6 pies de ancho, además de hombros de 8 pies en los dos sobrepuentes de puentes en Lenwood Road y Hinkley Road. Un segmento corto actual de la SR-58, en el extremo este del proyecto, se realineará para juntarse con las rampas en Lenwood Road. Este camino realineado será construido en una sección de relleno (secciones donde se eleva el camino). Todos los lugares con grandes superficies verticales (es decir; paredes de retención, paredes de reducción de ruido y estructuras del puente) incluirán estética/tratamiento arquitectónico para prevenir el graffiti.</p> <p>Análisis de conformidad a nivel del proyecto muestra que el proyecto será conforme con el Plan de Implementación del Estado, incluyendo análisis localizado de impacto en consulta con agencias sobre las partículas de materia (PM10) exigidos por las leyes federales 40 CFR 93.116 y 93.123. Este proyecto no se considera un Proyecto de Preocupación en cuanto a la Calidad de Aire con respecto a las partículas de materia (PM10) como lo define la 40 CFR 93.116 y la 93.123(b)(1). Un análisis detallado en el punto clave de PM10 no fue preparado porque los requisitos de la Ley para Aire Limpio (Clean Air Act) y la 40 CFR 93.116 se cumplen sin tal análisis. El proyecto viene de un Plan Regional de Transporte (RTP) conforme a la Ley para Aire Limpio, al igual que del Programa de Mejoramientos de Transporte (TIP). Se solicitan comentarios con respecto al análisis de conformidad a nivel del proyecto.</p> <p>El trabajo propuesto incluye un terreno que se encuentra en una lista bajo Sección 65962.5 del Código del Gobierno perteneciendo a desechos peligrosos.</p> <p>El trabajo propuesto puede afectar propiedades históricas elegibles para el Registro Nacional de Lugares Históricos. CALTRANS está evaluando alternativas para determinar si el proyecto podrá evitar efectos adversos sobre las propiedad/propiedades o si no, si se podrá incorporar medidas adecuadas de mitigación en los planes del proyecto.</p>	
EL POR QUÉ DE ESTE AVISO	<p>CALTRANS ha estudiado los efectos que este proyecto puede tener sobre el medio ambiente. Nuestros estudios muestran que el proyecto afectará significativamente la calidad del medio ambiente. El reporte que explica el por qué se llama Environmental Impact Report/Statement (EIR/EIS). Este aviso es para anunciar la preparación de este documento EIR/EIS Preliminar, y que está disponible para que Usted lo lea.</p> <p>Una audiencia pública le dará la oportunidad de hablar sobre ciertas características del diseño del proyecto con el personal de CALTRANS antes de que el diseño final sea seleccionado y también para poder darle la oportunidad de hacer preguntas sobre el calendario provisional de este proyecto; incluyendo la compra de terrenos necesarios para la nueva vía pública y fechas de construcción. Empleados de CALTRANS estarán disponibles para explicar la ayuda de traslado para residentes que sean trasladados por causa del proyecto.</p>	
LO QUE HAY DISPONIBLE	<p>Usted puede ver una copia del reporte DEIR/EIS, al igual que los estudios técnicos en los cuales se basa tal reporte, en la biblioteca Barstow Branch Library, ubicada en el 304 E. Buena Vista Street en Barstow, CA 92311 (horas de operación de la biblioteca Barstow Branch Library desde el 28 de diciembre del 2012: De lunes a miércoles 11-7, jueves de 10-6 y sábado de 9-5, esta biblioteca está cerrada los viernes y domingos. Usted puede ver u obtener una copia en CD del DEIR/EIS en la oficina de CALTRANS Distrito 8, ubicada en el 464 W. Fourth Street, San Bernardino, CA 92401, entre semana desde las 8:00 a.m. hasta las 4:00 p.m. Copias de los estudios técnicos también están disponibles, al igual que mapas y otra información. Adicionalmente, el DEIR/EIS puede ser descargado del sitio web de CALTRANS Distrito 8 aquí: www.dot.ca.gov/dist8/projects/san_bernardino/sr58/hinkley/index.htm</p>	
COMO USTED PUEDE PARTICIPAR	<p>¿Se han abordado los impactos potenciales? ¿Tiene Usted información que debe ser incluida? Sus comentarios serán parte del registro público. Si desea hacer un comentario sobre el reporte EIR/EIS o sobre el proyecto propuesto en general, puede enviar sus comentarios por escrito hasta el 19 de febrero del 2013 a:</p> <p>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400</p> <p>o por correo electrónico a: SR58Hinkley@dot.ca.gov</p> <p>Por favor use "SR-58 Hinkley Expressway Project" en la línea de asunto del correo electrónico. Comentarios sobre el reporte DEIR/EIS pueden ser sometidos en persona en el Foro Abierto Audiencia Pública el 23 de enero del 2013.</p>	
CUANDO Y DONDE	<p>El Foro Abierto Audiencia Pública será: El 23 de enero del 2013, desde las 6:00pm hasta las 9:00pm En la escuela Hinkley Elementary, ubicada en el 37600 Hinkley Road, Hinkley, CA 92347.</p>	
CONTACTO	<p>Individuos que requieran comodidades especiales (interprete de American Sign Language, asientos accesibles, documentación en formatos alternativos, etc.) pueden ponerse en contacto tres días antes de la fecha de la audiencia pública, con la Oficina de Relaciones Públicas del Distrito 8 al: (866) 383-4631. Usuarios de TDD pueden ponerse en contacto con el California Relay Service línea de TDD al: 1-800-735-2929 (TTY a Voz), 1-800-735-2922 (Voz a TTY), 1-800-854-7784 (Forma o para Voz a Voz) o marcar el 711.</p> <p>Para más información sobre el estudio o sobre cualquier otro asunto de transporte, favor de llamar al Sr. James Shankel en el Distrito 8 de CALTRANS al (909) 383-6379.</p> <p style="text-align: right;">EA 08-043510 (PN 0800000010)</p>	

FRIDAY, JANUARY 4, 2013

sbsun.com | THE SUN A7

	<h1 style="text-align: center;">PUBLIC NOTICE</h1> <h2 style="text-align: center;">Environmental Impact Report / Environmental Impact Statement available for Route 58 Announcement of Open Forum Public Hearing</h2> <h3 style="text-align: center;">State Route 58 Hinkley Expressway Project</h3>
	
WHAT'S BEING PLANNED	<p>The California Department of Transportation (CALTRANS) is proposing to widen a portion of State Route 58 (SR-58) from a two-lane conventional highway to a four-lane expressway, extending from approximately 2.8 miles west of Hidden River Road to approximately 0.7 mile east of Lenwood Road, near the unincorporated Community of Hinkley, in San Bernardino County. The expressway would include: 12-foot standard traveled way lanes; 10-foot standard shoulder widths; and a 78-foot-wide median. Two interchanges would be constructed; one at Hinkley Road and the other at Lenwood Road. The ramps would include both standard shoulder (eight-foot) and standard traveled way (12-foot) widths. All entrance ramps (westbound and eastbound) would have two lanes at the local road and would transition to a single lane prior to merging onto the expressway. All exit ramps would have three-way stops at the exit ramp intersections with the local road. Americans with Disabilities Act (ADA) compliant curb ramps would be included, where applicable. Lenwood Road would also involve improvements to accommodate the Burlington Northern Santa Fe (BNSF) rail line. The project proposes access to non-motorized transportation modes (i.e. pedestrian/bikes/equestrian) by providing 6-foot wide sidewalks as well as standard 8-foot shoulders across the two overcrossing bridges at Lenwood and Hinkley Roads. A short length of the existing SR-58 at the east end of the project would be realigned to tie in to the Lenwood Road westbound entrance and exit ramps. This realigned roadway would be constructed on a fill section (elevated sections of a roadway). All locations with large vertical surfaces (i.e., retaining walls, sound walls, and bridge structures) would include aesthetic/architectural treatment to prevent graffiti.</p> <p>Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM10) as defined in 40 CFR 93.123(b)(1). A detailed PM10 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit PM10 hot-spot analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.</p> <p>The proposed work involves a site on a list enumerated under Section 65962.5 of the Government Code pertaining to hazardous wastes.</p> <p>The proposed work may have an effect on historic properties eligible for the National Register of Historic Places. CALTRANS is evaluating alternatives to determine if the project can avoid adversely affecting the property(ies) or, if not, if adequate mitigation measures can be incorporated into the project plans.</p>
WHY THIS AD?	<p>CALTRANS has studied the effects this project may have on the environment. Our studies show it will significantly affect the quality of the environment. The report that explains why is called an Environmental Impact Report/Environmental Impact Statement. This notice is to tell you of the preparation of the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) and of its availability for you to read.</p> <p>A hearing will be held to give you an opportunity to talk about certain design features of the project with CALTRANS staff before the final design is selected, and to also provide an opportunity to ask questions regarding the planned schedule for this proposed project, including the tentative schedule for the purchase of land for right of way as well as the tentative schedule for construction. CALTRANS staff will be available to explain the Department's relocation assistance for residents moved by the project.</p>
WHAT'S AVAILABLE?	<p>You can look at a copy of the DEIR/EIS as well as the supporting Technical Studies, at the Barstow Branch Library, located at 304 E. Buena Vista Street in Barstow, CA 92311 (posted hours of operation for the Barstow Branch Library as of December 28, 2012: Monday through Wednesday 11 - 7, Thursday 10-6, and Saturday 9-5; this library is currently closed on Fridays and Sundays). You can also look at or obtain a CD copy of the DEIR/EIS at the CALTRANS District 8 Office, located in the City of San Bernardino, at 464 W. Fourth Street CA 92401, on weekdays from 8:00 a.m. to 4:00 p.m. Copies of the Technical Studies are also available as well as maps and other information. Additionally, the DEIR/EIS may be downloaded from Caltrans District 8's website at: www.dot.ca.gov/dist8/projects/san_bernardino/sr58/hinkley/index.htm</p>
WHERE YOU COME IN	<p>Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the DEIR/EIS or regarding the proposed project in general, you may submit your written comments until February 19, 2013, to:</p> <p>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400 or via email to: SR58Hinkley@dot.ca.gov</p> <p>Please use "SR-58 Hinkley Expressway Project" in the subject line. Comments regarding the DEIR/EIS may be submitted in person at the Open Forum Public Hearing on January 23, 2013.</p>
WHEN AND WHERE	<p>The Open Forum Public Hearing will be held on: January 23, 2013, from 6:00pm to 9:00pm at the Hinkley Elementary School, located at 37600 Hinkley Road, Hinkley, CA 92347.</p>
CONTACT	<p>Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact at least three days prior to the public hearing date, the District 8 Office of Public Affairs at (866) 383-4631, or TDD users may contact the California Relay Service at 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (From or to Speech to Speech), or dial 711.</p> <p>For more information about this study or any transportation matter, contact Mr. James Shankel at CALTRANS District 8 at (909) 383-6379.</p> <p style="text-align: right;">EA 08-043510 (PN 0800000010)</p>

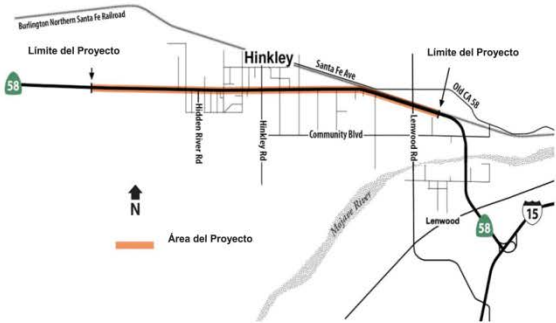
	<h2 style="margin: 0;">PUBLIC NOTICE</h2> <h3 style="margin: 0;">Environmental Impact Report / Environmental Impact Statement available for Route 58</h3> <h4 style="margin: 0;">Announcement of Open Forum Public Hearing</h4> <h4 style="margin: 0;">State Route 58 Hinkley Expressway Project</h4>
	
WHAT'S BEING PLANNED	<p>The California Department of Transportation (CALTRANS) is proposing to widen a portion of State Route 58 (SR-58) from a two-lane conventional highway to a four-lane expressway, extending from approximately 2.8 miles west of Hidden River Road to approximately 0.7 mile east of Lenwood Road, near the unincorporated Community of Hinkley, in San Bernardino County. The expressway would include: 12-foot standard traveled way lanes; 10-foot standard shoulder widths; and a 78-foot-wide median. Two interchanges would be constructed; one at Hinkley Road and the other at Lenwood Road. The ramps would include both standard shoulder (eight-foot) and standard traveled way (12-foot) widths. All entrance ramps (westbound and eastbound) would have two lanes at the local road and would transition to a single lane prior to merging onto the expressway. All exit ramps would have three-way stops at the exit ramp intersections with the local road. Americans with Disabilities Act (ADA) compliant curb ramps would be included, where applicable. Lenwood Road would also involve improvements to accommodate the Burlington Northern Santa Fe (BNSF) rail line. The project proposes access to non-motorized transportation modes (i.e. pedestrian/bikes/equestrian) by providing 6-foot wide sidewalks as well as standard 8-foot shoulders across the two overcrossing bridges at Lenwood and Hinkley Roads. A short length of the existing SR-58 at the east end of the project would be realigned to tie in to the Lenwood Road westbound entrance and exit ramps. This realigned roadway would be constructed on a fill section (elevated sections of a roadway). All locations with large vertical surfaces (i.e., retaining walls, sound walls, and bridge structures) would include aesthetic/architectural treatment to prevent graffiti.</p> <p>Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM10) as defined in 40 CFR 93.123(b)(1). A detailed PM10 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit PM10 hot-spot analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.</p> <p>The proposed work involves a site on a list enumerated under Section 65962.5 of the Government Code pertaining to hazardous wastes.</p> <p>The proposed work may have an effect on historic properties eligible for the National Register of Historic Places. CALTRANS is evaluating alternatives to determine if the project can avoid adversely affecting the property(ies) or, if not, if adequate mitigation measures can be incorporated into the project plans.</p>
WHY THIS AD?	<p>CALTRANS has studied the effects this project may have on the environment. Our studies show it will significantly affect the quality of the environment. The report that explains why is called an Environmental Impact Report/Environmental Impact Statement. This notice is to tell you of the preparation of the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) and of its availability for you to read.</p> <p>A hearing will be held to give you an opportunity to talk about certain design features of the project with CALTRANS staff before the final design is selected, and to also provide an opportunity to ask questions regarding the planned schedule for this proposed project, including the tentative schedule for the purchase of land for right of way as well as the tentative schedule for construction. CALTRANS staff will be available to explain the Department's relocation assistance for residents moved by the project.</p>
WHAT'S AVAILABLE?	<p>You can look at a copy of the DEIR/EIS as well as the supporting Technical Studies, at the Barstow Branch Library, located at 304 E. Buena Vista Street in Barstow, CA 92311 (posted hours of operation for the Barstow Branch Library as of December 28, 2012: Monday through Wednesday 11-7, Thursday 10-6, and Saturday 9-5, this library is currently closed on Fridays and Sundays). You can also look at or obtain a CD copy of the DEIR/EIS at the CALTRANS District 8 Office, located in the City of San Bernardino, at 464 W. Fourth Street CA 92401, on weekdays from 8:00 a.m. to 4:00 p.m. Copies of the Technical Studies are also available as well as maps and other information.</p> <p>Additionally, the DEIR/EIS may be downloaded from Caltrans District 8's website at: www.dot.ca.gov/dist8/projects/san_bernardino/sr58/hinkley/index.htm</p>
WHERE YOU COME IN	<p>Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the DEIR/EIS or regarding the proposed project in general, you may submit your written comments until February 19, 2013, to:</p> <p>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400 or via email to: SR58Hinkley@dot.ca.gov</p> <p>Please use "SR-58 Hinkley Expressway Project" in the subject line. Comments regarding the DEIR/EIS may be submitted in person at the Open Forum Public Hearing on January 23, 2013.</p>
WHEN AND WHERE	<p>The Open Forum Public Hearing will be held on: January 23, 2013, from 6:00pm to 9:00pm at the Hinkley Elementary School, located at 37600 Hinkley Road, Hinkley, CA 92347.</p>
CONTACT	<p>Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact at least three days prior to the public hearing date, the District 8 Office of Public Affairs at (866) 363-4631, or TDD users may contact the California Relay Service at 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (From or to Speech to Speech), or dial 711. For more information about this study or any transportation matter, contact Mr. James Shankel at CALTRANS District 8 at (909) 383-6379.</p> <p style="text-align: right;">EA 08-043510 (PN 0800000010)</p>





AVISO PÚBLICO

Anuncio de Foro Abierto Audiencia Pública (Segundo Aviso)

Proyecto Ruta Estatal 58 Autopista Hinkley


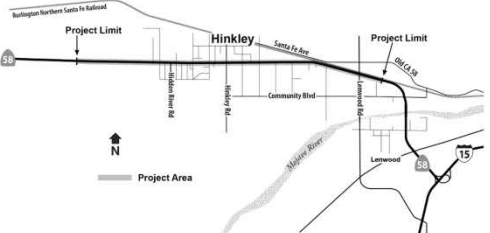


LO QUE SE ESTÁ PLANEANDO	<p>El Departamento de Transporte de California (CALTRANS) propone ampliar una parte de la Ruta Estatal 58 (SR-58) de una carretera convencional de dos carriles a una autopista de cuatro carriles, desde 2.8 millas al oeste de Hidden River Road hasta 0.7 millas al este de Lenwood Road, cerca de la comunidad de Hinkley, en el Condado de San Bernardino. La autopista incluirá carriles estándar de 12 pies en ancho; hombros de autopista estándar de 10 pies en ancho y una línea divisoria de 78 pies en ancho. Dos intercambios de carreteras se construirán; uno en Hinkley Road y el otro en Lenwood Road. Todas las rampas de entrada tendrán dos carriles en conexión con las calles locales y harán transición a un solo carril antes de unirse a la autopista. Todas las salidas tendrán paradas de tres direcciones en la intersección con la correspondiente calle local. Las banquetas relacionadas con los nuevos intercambios serán construidas conforme a la Ley de Estadounidenses con Discapacidades (ADA) donde sean aplicable. También se harán mejoramientos a la calle Lenwood Road de manera que servicio del ferrocarril de Burlington Northern Santa Fe (BNSF) continúe siendo proporcionado. El proyecto también propone acceso a modos de transporte no motorizados (es decir: peatones, ciclistas y uso ecuestre) a través de banquetas de 6 pies de ancho, además de hombros de 8 pies en los dos sobrecruces de puentes en Lenwood Road y Hinkley Road. Un segmento corto actual de la SR-58, en el extremo este del proyecto, se realineará para juntarse con las rampas en Lenwood Road. Este camino realineado será construido en una sección de relleno (secciones donde se eleva el camino). Todos los lugares con grandes superficies verticales (es decir: paredes de retención, paredes de reducción de ruido y estructuras del puente) incluirán estética/tratamiento arquitectónico para prevenir el graffiti.</p> <p>Análisis de conformidad a nivel del proyecto muestra que el proyecto será conforme con el Plan de Implementación del Estado, incluyendo análisis localizado de impacto en consulta con agencias sobre las partículas de materia (PM10) exigidos por las leyes federales 40 CFR 93.116 y 93.123. Este proyecto no se considera un Proyecto de Preocupación en cuanto a la Calidad de Aire con respecto a las partículas de materia (PM10) como lo define la 40 CFR 93.116 y la 93.123(b)(1). Un análisis detallado en el punto clave de PM10 no fue preparado porque los requisitos de la Ley para Aire Limpio (Clean Air Act) y la 40 CFR 93.116 se cumplen sin tal análisis. El proyecto viene de un Plan Regional de Transporte (RTP) conforme a la Ley para Aire Limpio, al igual que del Programa de Mejoramientos de Transporte (TIP). Se solicitan comentarios con respecto al análisis de conformidad a nivel del proyecto.</p> <p>El trabajo propuesto incluye un terreno que se encuentra en una lista bajo Sección 65962.5 del Código del Gobierno perteneciendo a desechos peligrosos.</p> <p>El trabajo propuesto puede afectar propiedades históricas elegibles para el Registro Nacional de Lugares Históricos. CALTRANS está evaluando alternativas para determinar si el proyecto podrá evitar efectos adversos sobre las propiedad/propiedades o si no, si se podrá incorporar medidas adecuadas de mitigación en los planes del proyecto.</p>
EL POR QUÉ DE ESTE AVISO	Una audiencia pública le dará la oportunidad de hablar sobre ciertas características del diseño del proyecto con el personal de CALTRANS antes de que el diseño final sea seleccionado y también para poder darle la oportunidad de hacer preguntas sobre el calendario provisional de este proyecto; incluyendo la compra de terrenos necesarios para la nueva vía pública y fechas de construcción. Empleados de CALTRANS estarán disponibles para explicar la ayuda de traslado para residentes que sean trasladados por causa del proyecto.
LO QUE HAY DISPONIBLE	Usted puede ver una copia del reporte DEIR/EIS, al igual que los estudios técnicos en los cuales se basa tal reporte, en la biblioteca Barstow Branch Library, ubicada en el 304 E. Buena Vista Street en Barstow, CA 92311 (horas de operación de la biblioteca Barstow Branch Library desde el 16 de enero del 2013: De lunes a miércoles 11-7, jueves de 10-6 y sábado de 9-5, esta biblioteca está cerrada los viernes y domingos. Usted puede ver u obtener una copia en CD del DEIR/EIS en la oficina de CALTRANS Distrito 8, ubicada en el 464 W. Fourth Street, San Bernardino, CA 92401, entre semana desde las 8:00 a.m. hasta las 4:00 p.m. Copias de los estudios técnicos también están disponibles, al igual que mapas y otra información. Adicionalmente, el DEIR/EIS puede ser descargado del sitio web de CALTRANS Distrito 8 aquí: www.dot.ca.gov/dist8/projects/san_bernardino/sr58/hinkley/index.htm
COMO USTED PUEDE PARTICIPAR	<p>Si no puede asistir a la audiencia, usted puede enviar sus comentarios por escrito hasta el 19 de febrero del 2013 a:</p> <p>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400 o por correo electrónico a: SR58Hinkley@dot.ca.gov</p> <p>Por favor use "SR-58 Hinkley Expressway Project" en la línea de asunto del correo electrónico.</p>
CUANDO Y DONDE	<p>El Foro Abierto Audiencia Pública será:</p> <p>El 23 de enero del 2013, desde las 6:00pm hasta las 9:00pm</p> <p>En la escuela Hinkley Elementary, ubicada en el 37600 Hinkley Road, Hinkley, CA 92347.</p>
CONTACTO	<p>Individuos que requieran comodidades especiales (intérprete de American Sign Language, asientos accesibles, documentación en formatos alternativos, etc.) pueden ponerse en contacto tres días antes de la fecha de la audiencia pública, con la Oficina de Relaciones Públicas del Distrito 8 al: (866) 383-4631. Usuarios de TDD pueden ponerse en contacto con el California Relay Service línea de TDD al: 1-800-735-2929 (TTY a Voz), 1-800-735-2922 (Voz a TTY), 1-800-854-7784 (Forma o para Voz a Voz) o marcar el 711.</p> <p>Para más información sobre el estudio o sobre cualquier otro asunto de transporte, favor de llamar al Sr. James Shankel en el Distrito 8 de CALTRANS al (909) 383-6379.</p> <p style="text-align: right;">EA 08-043510 (PN 0800000010)</p>

	<h2 style="text-align: center;">PUBLIC NOTICE</h2> <h3 style="text-align: center;">Announcement of Open Forum Public Hearing (Second Notice)</h3> <h4 style="text-align: center;">State Route 58 Hinkley Expressway Project</h4>
	
WHAT'S BEING PLANNED	<p>The California Department of Transportation (CALTRANS) is proposing to widen a portion of State Route 58 (SR-58) from a two-lane conventional highway to a four-lane expressway, extending from approximately 2.8 miles west of Hidden River Road to approximately 0.7 miles east of Lenwood Road, near the unincorporated Community of Hinkley, in San Bernardino County. The expressway would include: 12-foot standard traveled way lanes; 10-foot standard shoulder widths; and a 78-foot-wide median. Two interchanges would be constructed; one at Hinkley Road and the other at Lenwood Road. The ramps would include both standard shoulder and standard traveled way widths. All entrance ramps (westbound and eastbound) would have two lanes at the local road and would transition to a single lane prior to merging onto the expressway. All exit ramps would have three-way stops at the exit ramp intersections with the local road. Americans with Disabilities Act (ADA) compliant curb ramps would be included, where applicable. Lenwood Road would also involve improvements to accommodate the Burlington Northern Santa Fe (BNSF) rail line. The project proposes access to non-motorized transportation modes (i.e. pedestrian/bikes/equestrian) by providing 6-foot wide sidewalks as well as standard 8-foot shoulders across the two overcrossing bridges at Lenwood and Hinkley Roads. A short length of the existing SR-58 at the east end of the project would be realigned to tie in to the Lenwood Road westbound entrance and exit ramps. This realigned roadway would be constructed on a fill section (elevated sections of a roadway). All locations with large vertical surfaces (i.e., retaining walls, sound walls, and bridge structures) would include aesthetic/architectural treatment to prevent graffiti.</p> <p>Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM10) as defined in 40 CFR 93.123(b)(1). A detailed PM10 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit PM10 hot-spot analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.</p> <p>The proposed work involves a site on a list enumerated under Section 65962.5 of the Government Code pertaining to hazardous wastes.</p> <p>The proposed work may have an effect on historic properties eligible for the National Register of Historic Places. CALTRANS is evaluating alternatives to determine if the project can avoid adversely affecting the property(ies) or, if not, if adequate mitigation measures can be incorporated into the project plans.</p>
WHY THIS AD?	<p>A hearing will be held to give you an opportunity to talk about certain design features of the project with CALTRANS staff before the final design is selected, and to also provide an opportunity to ask questions regarding the planned schedule for this proposed project, including the tentative schedule for the purchase of land for right of way as well as the tentative schedule for construction. CALTRANS staff will be available to explain the Department's relocation assistance for residents moved by the project.</p>
WHAT'S AVAILABLE?	<p>You can look at a copy of the DEIR/EIS as well as the supporting Technical Studies, at the Barstow Branch Library, located at 304 E. Buena Vista Street in Barstow, CA 92311 (posted hours of operation for the Barstow Branch Library as of January 16, 2013: Monday through Wednesday 11-7, Thursday 10-6, and Saturday 9-5, this library is currently closed on Fridays and Sundays). You can also look at or obtain a CD copy of the DEIR/EIS at the CALTRANS District 8 Office, located in the City of San Bernardino, at 464 W. Fourth Street CA 92401, on weekdays from 8:00 a.m. to 4:00 p.m. Copies of the Technical Studies are also available as well as maps and other information.</p> <p>Additionally, the DEIR/EIS may be downloaded from Caltrans District 8's website at: www.dot.ca.gov/dist8/projects/san_bernardino/sr58/hinkley/index.htm</p>
WHERE YOU COME IN	<p>If you cannot attend the hearing, you can send your written comments until February 19, 2013, to:</p> <p style="padding-left: 40px;">James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400 or via email to: SR58Hinkley@dot.ca.gov</p> <p>Please use "SR-58 Hinkley Expressway Project" in the subject line.</p>
WHEN AND WHERE	<p>The Open Forum Public Hearing will be held on:</p> <p>January 23, 2013, from 6:00pm to 9:00pm at the Hinkley Elementary School, located at 37600 Hinkley Road, Hinkley, CA 92347.</p>
CONTACT	<p>Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 8 Office of Public Affairs at (866) 383-4631 prior to the public hearing date. Or TDD users may contact the California Relay Service at 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (From or to Speech to Speech), or dial 711.</p> <p>For more information about this study or any transportation matter, contact Mr. James Shankel at CALTRANS District 8 at (909) 383-6379.</p> <p style="text-align: right;">EA 08-043510 (PN 0800000010)</p>

SUNDAY, JANUARY 20, 2013

sbsun.com | THE SUN A17

 PUBLIC NOTICE Announcement of Open Forum Public Hearing (Second Notice) State Route 58 Hinkley Expressway Project	
	
WHAT'S BEING PLANNED	<p>The California Department of Transportation (CALTRANS) is proposing to widen a portion of State Route 58 (SR-58) from a two-lane conventional highway to a four-lane expressway, extending from approximately 2.8 miles west of Hidden River Road to approximately 0.7 miles east of Lenwood Road, near the unincorporated Community of Hinkley, in San Bernardino County. The expressway would include: 12-foot standard traveled way lanes; 10-foot standard shoulder widths; and a 78-foot-wide median. Two interchanges would be constructed; one at Hinkley Road and the other at Lenwood Road. The ramps would include both standard shoulder and standard traveled way widths. All entrance ramps (westbound and eastbound) would have two lanes at the local road and would transition to a single lane prior to merging onto the expressway. All exit ramps would have three-way stops at the exit ramp intersections with the local road. Americans with Disabilities Act (ADA) compliant curb ramps would be included, where applicable. Lenwood Road would also involve improvements to accommodate the Burlington Northern Santa Fe (BNSF) rail line. The project proposes access to non-motorized transportation modes (i.e. pedestrian/ bikes/equestrian) by providing 6-foot wide sidewalks as well as standard 8-foot shoulders across the two overcrossing bridges at Lenwood and Hinkley Roads. A short length of the existing SR-58 at the east end of the project would be realigned to tie in to the Lenwood Road westbound entrance and exit ramps. This realigned roadway would be constructed on a fill section (elevated sections of a roadway). All locations with large vertical surfaces (i.e., retaining walls, sound walls, and bridge structures) would include aesthetic/architectural treatment to prevent graffiti.</p> <p>Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM10) as defined in 40 CFR 93.123(b)(1). A detailed PM10 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit PM10 hot-spot analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.</p> <p>The proposed work involves a site on a list enumerated under Section 65962.5 of the Government Code pertaining to hazardous wastes.</p> <p>The proposed work may have an effect on historic properties eligible for the National Register of Historic Places. CALTRANS is evaluating alternatives to determine if the project can avoid adversely affecting the property(ies) or, if not, if adequate mitigation measures can be incorporated into the project plans.</p>
WHY THIS AD?	A hearing will be held to give you an opportunity to talk about certain design features of the project with CALTRANS staff before the final design is selected, and to also provide an opportunity to ask questions regarding the planned schedule for this proposed project, including the tentative schedule for the purchase of land for right of way as well as the tentative schedule for construction. CALTRANS staff will be available to explain the Department's relocation assistance for residents moved by the project.
WHAT'S AVAILABLE?	<p>You can look at a copy of the DEIR/EIS as well as the supporting Technical Studies, at the Barstow Branch Library, located at 304 E. Buena Vista Street in Barstow, CA 92311 (posted hours of operation for the Barstow Branch Library as of January 16, 2013: Monday through Wednesday 11-7, Thursday 10-6, and Saturday 9-5, this library is currently closed on Fridays and Sundays). You can also look at or obtain a CD copy of the DEIR/EIS at the CALTRANS District 8 Office, located in the City of San Bernardino, at 464 W. Fourth Street CA 92401, on weekdays from 8:00 a.m. to 4:00 p.m. Copies of the Technical Studies are also available as well as maps and other information.</p> <p>Additionally, the DEIR/EIS may be downloaded from Caltrans District 8's website at: www.dot.ca.gov/dist8/projects/san_bernardino/sr58/hinkley/index.htm</p>
WHERE YOU COME IN	<p>If you cannot attend the hearing, you can send your written comments until February 19, 2013, to:</p> <p>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400 or via email to: SR58Hinkley@dot.ca.gov</p> <p>Please use "SR-58 Hinkley Expressway Project" in the subject line.</p>
WHEN AND WHERE	<p>The Open Forum Public Hearing will be held on:</p> <p>January 23, 2013, from 6:00pm to 9:00pm at the Hinkley Elementary School, located at 37600 Hinkley Road, Hinkley, CA 92347.</p>
CONTACT	<p>Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 8 Office of Public Affairs at (866) 383-4631 prior to the public hearing date, Or TDD users may contact the California Relay Service at 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (From or to Speech to Speech), or dial 711.</p> <p>For more information about this study or any transportation matter, contact Mr. James Shankel at CALTRANS District 8 at (909) 383-6379.</p> <p style="text-align: right;">EA 08-043510 (PN 0800000010)</p>



making comments wants EPA to base its decision on a submission labeled as CBI, then a non-confidential version of the document that summarizes the key data or information should be submitted to the public docket. To ensure that proprietary information is not inadvertently placed in the public docket, submissions containing such information should be sent directly to the contact person listed above and not to the public docket. Information covered by a claim of confidentiality will be disclosed by EPA only to the extent allowed, and according to the procedures set forth in 40 CFR part 2. If no claim of confidentiality accompanies the submission when EPA receives it, EPA will make it available to the public without further notice to the person making comments.

Dated: December 26, 2012.

Christopher Grundler,

Director, Office of Transportation and Air Quality, Office of Air and Radiation.

[FR Doc. 2012-31719 Filed 1-3-13; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9006-9]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7146 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements.

Filed 12/24/2012 through 12/28/2012. Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

SUPPLEMENTARY INFORMATION: As of October 1, 2012, EPA will not accept paper copies or CDs of EISs for filing purposes; all submissions on or after October 1, 2012 must be made through e-NEPA.

While this system eliminates the need to submit paper or CD copies to EPA to meet filing requirements, electronic submission does not change requirements for distribution of EISs for public review and comment. To begin using e-NEPA, you must first register with EPA's electronic reporting site—https://cdx.epa.gov/epa_home.asp

EIS No. 20120402, Draft EIS, FHWA, CA, State Route 58 (SR-58) Hinkley Expressway Project, Grade Separate, Widen, and Realign, San Bernardino County, CA, Comment Period Ends: 02/19/2013, Contact: James Shankel 909-383-6379.

EIS No. 20120403, Draft EIS, FHWA, ID, US-95 Thorncreek Road to Moscow, from Milepost 337.67 to Milepost 344.00, Latah County, ID, Comment Period Ends: 02/22/2013, Contact: John A. Perry 208-334-9180 extension 116.

EIS No. 20120404, Draft EIS, BLM, WA, Vantage to Pomona Heights 230 kV Transmission Line Project, Grant, Brenton, Kittitas, and Yakima Counties, WA, Comment Period Ends: 02/19/2013, Contact: William Schurger 509-665-2100.

EIS No. 20120405, Revised Draft EIS, USACE, LA, Morganza to the Gulf of Mexico, Hurricane and Storm Damage Risk Reduction System Project, Improvements and Changes, Terrebonne Parish and Lafourche Parish, LA, Comment Period Ends: 02/19/2013, Contact: Nathan Dayan 504-862-2530.

EIS No. 20120406, Final EIS, USFWS, DE, Prime Hook National Wildlife Refuge, Development of a Comprehensive Conservation Plan, Milton, DE, Review Period Ends: 02/04/2013, Contact: Thomas Bonetti 413-253-8307.

Amended Notices

EIS No. 20120395, Draft EIS, USFS, SC, AP Loblolly Pine Removal and Restoration Project, Andrew Pickens Ranger District, Sumter National Forest, Oconee County, SC, Comment Period Ends: 02/13/2013, Contact: Victor Wyant 864-638-9568 Revision to FR Notice Published 12/31/2012; Correcting Project State Location from CA to SC.

Dated: December 31, 2012.

Dawn Roberts,

Management Analyst, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2012-31744 Filed 1-3-13; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-9765-7]

Public Notice of Proposed Reissuance of the NPDES General Permits for Facilities/Operations That Generate, Treat, and/or Use/Dispose of Sewage Sludge by Means of Land Application, Landfill, and Surface Disposal in the EPA Region 8

AGENCY: Environmental Protection Agency.

ACTION: Notice of intent to reissue NPDES general permits and request for comments.

SUMMARY: Region 8 of the EPA is hereby giving notice of its tentative determination to reissue National Pollutant Discharge Elimination System (NPDES) general permits for facilities or operations that generate, treat, and/or use/dispose of sewage sludge by means of land application, landfill, and surface disposal in the States of CO, MT, ND, and WY and in Indian country in the States of CO, MT, ND, SD, WY and UT (except for the Goshute Indian Reservation and the Navajo Indian Reservation).

DATES: Public comments on this proposal must be received, in writing, on or before February 19, 2013.



ADDRESSES: Public comments should be sent to: WASTEWATER UNIT (8P-W-WW); ATTENTION: BIOSOLIDS PROGRAM; U.S. EPA, REGION 8; 1595 WYNKOOP STREET; DENVER, CO 80202-1129.

FOR FURTHER INFORMATION CONTACT:

Copies of the draft permit and Fact Sheet may be downloaded from the EPA Region 8 web page at <http://www.epa.gov/region8/water/biosolids/documents.html>. For a printed copy of the draft permit and Fact Sheet, please write Bob Brobst at the above address or telephone (303) 312-6129. Questions regarding the specific permit requirements may be directed to Bob Brobst, telephone (303) 312-6129.



Public Comment Period: Public comments are invited. Comments must be written and must be received by no later than February 19, 2013. Comments should be sent to: WASTEWATER UNIT (8P-W-WW); ATTENTION: BIOSOLIDS PROGRAM; U.S. EPA, REGION 8; 1595 WYNKOOP STREET; DENVER, CO 80202-1129. Each comment should cite the page number and, where possible, the section(s) and/or paragraph(s) in the draft permit or Fact Sheet to which each comment refers. Commenters should use a separate paragraph for each issue discussed.

Copy of Public Notice that accompanied distributed CD copy of Draft Environmental Impact Report/ Environmental Impact Statement – English Language Side

 PUBLIC NOTICE Draft Environmental Impact Report/ Environmental Impact Statement available for Route 58 Announcement of Open Forum Public Hearing State Route 58 Hinkley Expressway Project	
	
WHAT'S BEING PLANNED?	<p>The California Department of Transportation (CALTRANS) is proposing to widen a portion of State Route 58 (SR-58) from a two-lane conventional highway to a four-lane expressway, extending from approximately 2.8 miles west of Hidden River Road to approximately 0.7 mile east of Lenwood Road, near the unincorporated Community of Hinkley, in San Bernardino County. The expressway would include 12-foot standard traveled way lanes, 10-foot standard shoulder widths, and a 78-foot-wide median. Two interchanges would be constructed, one at Hinkley Road and the other at Lenwood Road. The ramps would include both standard shoulder (eight-foot) and standard traveled way (12-foot) widths. All entrance ramps (westbound and eastbound) would have two lanes at the local road and would transition to a single lane prior to merging onto the expressway. All exit ramps would have three-way stops at the exit ramp intersections with the local road. Americans with Disabilities Act (ADA) compliant curb ramps would be included, where applicable. Lenwood Road would also involve improvements to accommodate the Burlington Northern Santa Fe (BNSF) rail line. The project proposes access to non-motorized transportation modes (i.e. pedestrian/bikes/equestrian) by providing 6-foot wide sidewalks as well as standard 8-foot shoulders across the two overcrossing bridges at Lenwood and Hinkley Roads. A short length of the existing SR-58 at the east end of the project would be realigned to tie in to the Lenwood Road westbound entrance and exit ramps. This realigned roadway would be constructed on a fill section (elevated sections of a roadway). All locations with large vertical surfaces (i.e. retaining walls, sound walls, and bridge structures) would include aesthetic/architectural treatment to prevent graffiti.</p> <p>Project level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM10) as defined in 40 CFR 93.123(b)(1). A detailed PM10 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit PM10 hot-spot analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project level conformity analysis.</p> <p>The proposed work involves a site on a list enumerated under Section 65962.5 of the Government Code pertaining to hazardous wastes.</p> <p>The proposed work may have an effect on historic properties eligible for the National Register of Historic Places. CALTRANS is evaluating alternatives to determine if the project can avoid adversely affecting the property(ies) or, if not, if adequate mitigation measures can be incorporated into the project plans.</p>
WHY THIS AD?	<p>CALTRANS has studied the effects this project may have on the environment. Our studies show it will significantly affect the quality of the environment. The report that explains why is called an Environmental Impact Report/Environmental Impact Statement. This notice is to tell you of the preparation of the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) and of its availability for you to read.</p> <p>A hearing will be held to give you an opportunity to talk about certain design features of the project with CALTRANS staff before the final design is selected, and to also provide an opportunity to ask questions regarding the planned schedule for this proposed project, including the tentative schedule for the purchase of land for right of way as well as the tentative schedule for construction. CALTRANS staff will be available to explain the Department's relocation assistance for residents moved by the project.</p>
WHAT'S AVAILABLE?	<p>You can look at a copy of the DEIR/EIS as well as the supporting Technical Studies, at the Barstow Branch Library, located at 304 E. Buena Vista Street in Barstow, CA 92311 (posted hours of operation for the Barstow Branch Library as of December 28, 2012: Monday through Wednesday 11-7, Thursday 10-6, and Saturday 9-5, this library is currently closed on Fridays and Sundays). You can also look at or obtain a CD copy of the DEIR/EIS at the CALTRANS District 8 Office, located in the City of San Bernardino, at 464 W. Fourth Street CA 92401, on weekdays from 8:00 a.m. to 4:00 p.m. Copies of the Technical Studies are also available as well as maps and other information. Additionally, the DEIR/EIS may be downloaded from Caltrans District 8's website at: www.dot.ca.gov/dst8/projects/san_bernardino/sr58/hinkley/index.htm</p>
WHERE YOU COME IN	<p>Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the DEIR/EIS or regarding the proposed project in general, you may submit your written comments until February 19, 2013, to:</p> <p>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400 or via email to: SR58Hinkley@dot.ca.gov</p> <p>Please use "SR-58 Hinkley Expressway Project" in the subject line. Comments regarding the DEIR/EIS may be submitted in person at the Open Forum Public Hearing on January 23, 2013.</p>
WHEN AND WHERE	<p>The Open Forum Public Hearing will be held on: January 23, 2013, from 6:00pm to 9:00pm at the Hinkley Elementary School, located at 37600 Hinkley Road, Hinkley, CA 92347.</p>
CONTACT	<p>Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact at least three days prior to the public hearing date, the District 8 Office of Public Affairs at (866) 383-4631, or TDD users may contact the California Relay Service at 1-800-735-2929 (TTY to Voice), 1-800-735-2922 (Voice to TTY), 1-800-854-7784 (From or to Speech to Speech), or dial 711.</p> <p>For more information about this study or any transportation matter, contact Mr. James Shankel at CALTRANS District 8 at (909) 383-6379.</p>

EA 08-043510 (PN 0800000010)

Copy of Public Notice that accompanied distributed CD copy of Draft Environmental Impact Report/ Environmental Impact Statement – Spanish Language Side

 AVISO PÚBLICO Reporte/Declaración Preliminar de Impactos Ambientales disponible Para la Ruta 58 Anuncio de Foro Abierto Audiencia Pública Proyecto Ruta Estatal 58 Autopista Hinkley	
	
LO QUE SE ESTA PLANEANDO	<p>El Departamento de Transporte de California (CALTRANS) propone ampliar una parte de la Ruta Estatal 58 (SR-58) de una carretera convencional de dos carriles a una autopista de cuatro carriles, desde 2.8 millas al oeste de Hidden River Road hasta 0.7 milla al este de Lenwood Road, cerca de la comunidad de Hinkley, en el Condado de San Bernardino. La autopista incluirá carriles estándar de 12 pies en ancho; hombros de autopista estándar de 10 pies en ancho y una línea divisoria de 78 pies en ancho. Dos intercambios de carreteras se construirán, uno en Hinkley Road y el otro en Lenwood Road. Todas las rampas de entrada tendrán dos carriles en conexión con las calles locales y harán transición a un solo carril antes de unirse a la autopista. Todas las salidas tendrán paradas de tres direcciones en la intersección con la correspondiente calle local. Las banquetas relacionadas con los nuevos intercambios serán construidas conforme a la Ley de Estadounidenses con Discapacidades (ADA) donde sean aplicable. También se harán mejoramientos a la calle Lenwood Road de manera que servicio del ferrocarril de Burlington Northern Santa Fe (BNSF) continúe siendo proporcionado. El proyecto también propone acceso a modos de transporte no motorizados (es decir, peatones, ciclistas y uso ecuestre) a través de banquetas de 6 pies de ancho, además de hombros de 8 pies en los dos sobrecruces de puentes en Lenwood Road y Hinkley Road. Un segmento corto actual de la SR-58, en el extremo este del proyecto, se realineará para juntarse con las rampas en Lenwood Road. Este camino realineado será construido en una sección de relleno (secciones donde se eleva el camino). Todos los lugares con grandes superficies verticales (es decir, paredes de retención, paredes de reducción de ruido y estructuras del puente) incluirán estética/tratamiento arquitectónico para prevenir el graffiti.</p> <p>Análisis de conformidad a nivel del proyecto muestra que el proyecto será conforme con el Plan de Implementación del Estado, incluyendo análisis localizado de impacto en consulta con agencias sobre las partículas de materia (PM10) exigidos por las leyes federales 40 CFR 93.116 y 93.123. Este proyecto no se considera un Proyecto de Preocupación en cuanto a la Calidad de Aire con respecto a las partículas de materia (PM10) como lo define la 40 CFR 93.116 y la 93.123(b)(1). Un análisis detallado en el punto clave de PM10 no fue preparado porque los requisitos de la Ley para Aire Limpio (Clean Air Act) y la 40 CFR 93.116 se cumplen sin tal análisis. El proyecto viene de un Plan Regional de Transporte (RTP) conforme a la Ley para Aire Limpio, al igual que del Programa de Mejoramientos de Transporte (TIP). Se solicitan comentarios con respecto al análisis de conformidad a nivel del proyecto.</p> <p>El trabajo propuesto incluye un terreno que se encuentra en una lista bajo Sección 65962.5 del Código del Gobierno perteneciendo a desechos peligrosos.</p> <p>El trabajo propuesto puede afectar propiedades históricas elegibles para el Registro Nacional de Lugares Históricos. CALTRANS está evaluando alternativas para determinar si el proyecto podrá evitar efectos adversos sobre las propiedad/propiedades o si no, si se podrá incorporar medidas adecuadas de mitigación en los planes del proyecto.</p>
EL POR QUE DE ESTE AVISO	<p>CALTRANS ha estudiado los efectos que este proyecto puede tener sobre el medio ambiente. Nuestros estudios muestran que el proyecto afectará significativamente la calidad del medio ambiente. El reporte que explica el por qué se llama Environmental Impact Report/Statement (EIR/EIS). Este aviso es para anunciar la preparación de este documento EIR/EIS Preliminar, y que está disponible para que Usted lo lea.</p> <p>Una audiencia pública le dará la oportunidad de hablar sobre ciertas características del diseño del proyecto con el personal de CALTRANS antes de que el diseño final sea seleccionado y también para poder darle la oportunidad de hacer preguntas sobre el calendario provisional de este proyecto; incluyendo la compra de terrenos necesarios para la nueva vía pública y fechas de construcción. Empleados de CALTRANS estarán disponibles para explicar la ayuda de traslado para residentes que sean traslados por causa del proyecto.</p>
LO QUE HAY DISPONIBLE	<p>Usted puede ver una copia del reporte DEIR/EIS, al igual que los estudios técnicos en los cuales se basa tal reporte, en la biblioteca Barstow Branch Library, ubicada en el 304 E. Buena Vista Street en Barstow, CA 92311 (horas de operación de la biblioteca Barstow Branch Library desde el 28 de diciembre del 2012: De lunes a miércoles 11-7, jueves de 10-6 y sábado de 9-5, esta biblioteca está cerrada los viernes y domingos. Usted puede ver u obtener una copia en CD del DEIR/EIS en la oficina de CALTRANS Distrito 8, ubicada en el 464 W. Fourth Street, San Bernardino, CA 92401, entre semana desde las 8:00 a.m. hasta las 4:00 p.m. Copias de los estudios técnicos también están disponibles, al igual que mapas y otra información. Adicionalmente, el DEIR/EIS puede ser descargado del sitio web de CALTRANS Distrito 8 aquí: www.dot.ca.gov/dist8/projects/san_bernardino/sr58/hinkley/index.htm</p>
COMO USTED PUEDE PARTICIPAR	<p>¿Se han abordado los impactos potenciales? ¿Tiene Usted información que debe ser incluida? Sus comentarios serán parte del registro público. Si desea hacer un comentario sobre el reporte EIR/EIS o sobre el proyecto propuesto en general, puede enviar sus comentarios por escrito hasta el 19 de febrero del 2013 a:</p> <p>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400</p> <p>o por correo electrónico a: SR58Hinkley@dot.ca.gov</p> <p>Por favor use "SR-58 Hinkley Expressway Project" en la línea de asunto del correo electrónico. Comentarios sobre el reporte DEIR/EIS pueden ser sometidos en persona en el Foro Abierto Audiencia Pública el 23 de enero del 2013.</p>
CUANDO Y DONDE	<p>El Foro Abierto Audiencia Pública será:</p> <p>El 23 de enero del 2013, desde las 6:00pm hasta las 9:00pm</p> <p>En la escuela Hinkley Elementary, ubicada en el 37600 Hinkley Road, Hinkley, CA 92347.</p>
CONTACTO	<p>Individuos que requieran comodidades especiales (intérprete de American Sign Language, asientos accesibles, documentación en formatos alternativos, etc.) pueden ponerse en contacto tres días antes de la fecha de la audiencia pública, con la Oficina de Relaciones Públicas del Distrito 8 al: (866) 383-4631. Usuarios de TDD pueden ponerse en contacto con el California Relay Service línea de TDD al: 1-800-735-2929 (TTY a Voz), 1-800-735-2922 (Voz a TTY), 1-800-854-7784 (Forma o para Voz a Voz) o marcar el 711.</p> <p>Para más información sobre el estudio o sobre cualquier otro asunto de transporte, favor de llamar al Sr. James Shankel en el Distrito 8 de CALTRANS al (909) 383-6379.</p>

EA 08-043510 (PN 0800000010)



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

February 20, 2013

James Shankel
California Department of Transportation, District 8
464 W. 4th Street, 6th Floor
San Bernardino, CA 92401-1400

Subject: State Route 58 Hinkley Expressway Project
SCH#: 2007051067

Dear James Shankel:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 19, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

cc: Resources Agency
1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report State Clearinghouse Data Base

SCH# 2007051067
Project Title State Route 58 Hinkley Expressway Project
Lead Agency Caltrans #8

Type EIR Draft EIR
Description Caltrans proposes to widen SR 58 from a two-lane conventional highway to a four-lane expressway near the unincorporated community of Hinkley, from Post Mile 22.2 to PM 31.1. The total length of the project is 8.9 miles, from approximately 2.8 miles west of Hidden River Road to approximately 0.7 miles east of Lenwood Road. The proposed project area is approximately five miles west of the city of Barstow, within the Mojave Desert region of San Bernardino County, CA.

Lead Agency Contact

Name James Shankel
Agency California Department of Transportation, District 8
Phone 909 383 6379 **Fax**
email
Address 464 W. 4th Street, 6th Floor
City San Bernardino **State** CA **Zip** 92401-1400

Project Location

County San Bernardino
City
Region
Lat / Long 34° 55' 30" N / 117° 10' 30" W
Cross Streets Hidden River Road and Lenwood Road
Parcel No. 049403110, 049403111, 049420101
Township 9/10N **Range** 2-5 **Section** **Base**

Proximity to:

Highways Hwy 58
Airports
Railways BNSF
Waterways Mojave River
Schools Hinkley ES
Land Use Public Facility; Agriculture; Residential

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Schools/Universities; Septic System; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 6 (Victorville); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 01/04/2013 **Start of Review** 01/04/2013 **End of Review** 02/19/2013

5.5.6 California Transportation Commission

Caltrans received a letter from the California Transportation Commission (CTC) dated May 8, 2013 indicating the CTC's consideration of the DEIR/DEIS at its May 7, 2013 meeting. As requested in CTC's letter, Caltrans will notify the CTC once the environmental process is complete, including written notification of assurance that the selected alternative identified in the final environmental document is consistent with the project programmed by the CTC and is included in the Regional Transportation Plan. The letter is included on the following page.

JAMES C. GHIEMMETTI, Chair
CARL GUARDINO, Vice Chair
BOB ALVARADO
DARIUS ASSEMI
YVONNE B. BURKE
LUCETTA DUNN
JAMES EARP
DARIO FROMMER
FRAN INMAN
JOSEPH TAVAGLIONE

SENATOR MARK DESAULNIER, Ex Officio
ASSEMBLY MEMBER BONNIE LOWENTHAL, Ex Officio

Andre Boutros, Executive Director

STATE OF CALIFORNIA



EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
<http://www.catc.ca.gov>

May 8, 2013

Mr. David Bricker, Deputy District Director
Department of Environmental Planning, MS 1222
Caltrans District 8
464 W. 4th Street
San Bernardino, CA 92401

RE: Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS)
for the State Route (SR) 58 Hinkley Expressway Project

Dear Mr. Bricker,

The California Transportation Commission, as a Responsible Agency, received the DEIR/DEIS prepared by the California Department of Transportation (Department) for the SR-58 Hinkley Expressway Project in San Bernardino County. This project will widen a portion of SR-58 from two lanes to four lanes.

The Commission considered the DEIR/DEIS at its May 7, 2013 meeting. The Commission has no comments with respect to the project purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods used. The Commission should be notified as soon as the environmental process is complete as the Commission cannot allocate funds to a project for design, right of way or construction until the final environmental document is complete and the Commission has considered the environmental impacts of the project and approved the environmentally cleared project for future consideration of funding.

Upon completion of the CEQA process, prior to the Commission's action to approve the project for future consideration of funding, the Commission expects the lead and/or implementing agency to provide written assurance whether the selected alternative identified in the final environmental document is or is not consistent with the project programmed by the Commission and included in the Regional Transportation Plan. In the absence of such assurance of consistency, it may be assumed that the project is not consistent and Commission staff will base its recommendations to the Commission on that fact. The Commission may deny funding to a project which is no longer eligible for funding due to scope modifications or other reasons.

Mr. David Bricker
May 8, 2013
Page 2 of 2

If you have any questions, please contact Susan Bransen, Deputy Director, at (916) 653-2090.

Sincerely,



ANDRE BOUTROS
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

January 23, 2013 Public Hearing

The set-up of the public hearing was in an open-forum format and included stations with presentation exhibit boards of the project alignment. Presentation materials and comment cards were provided in English and Spanish. The presentation boards and signage on display included a “Welcome, Please Sign In” board, describing the venue, date, time, and place; an “Environmental Process Summary” board outlining the procedure and current point in the process, both in English and Spanish; a “Why Are We Here” board explaining what is available and how to leave comments regarding the project; a board identifying the Preferred Alternative, in both English and Spanish; a graphic depicting detour routes and a “Project Schedule” board in both English and Spanish; a “Public Comment Submittal” board explaining who and how to submit comments; and a “Court Reporter” location board identifying the location of the court reporter in both English and Spanish and signage identifying the “Open Forum Public Hearing” and opening and closing times. A court reporter and certified Spanish-English translator were present. A total of nineteen Caltrans representatives were present to respond to questions and were available to explain Caltrans’ relocation assistance for residents affected by the project. Sixty-eight people signed in for the meeting, including members of the community and an agency representative from the Lahontan RWQCB.

Throughout the Public Hearing, attendees’ primary interest was focused on Alternative 2, the identified Preferred Alternative. A number of attendees expressed support for Alternative 2. Some attendees asked questions related to Alternative 2; accessing property, noise concerns, ability to travel off-road through the area, and potential truck traffic on Lenwood Road. All questions were addressed directly by Caltrans Staff in attendance, utilizing the exhibits on display. Attendees were invited and encouraged to submit written comments on any concerns about the project.

A total of eight comment cards were turned in during the course of the January 23 Public Hearing, a number indicating support for the identified Preferred Alternative (Alternative 2), with some cards also describing concerns. In conjunction with the presence of a court reporter and certified Spanish-English translator, four attendees provided verbal comments to the court reporter which were transcribed and are included verbatim in this chapter following the responses to received written comments.

Section 5.6 includes the comments and responses to comments received at the January 23, 2013 Public Hearing.

5.6 Comments and Responses to Comments on Draft EIR/EIS

The Draft EIR/EIS public availability period extended from January 4, 2013 through February 19, 2013. A Public Hearing was held on Wednesday, January 23, 2013 at the Hinkley Elementary School (37600 Hinkley Road, Hinkley, California 92347) from 6 p.m. until 9 p.m.




Comments on the project were received from federal, state, and local agencies, and individuals. The comments addressed concerns regarding air quality, transportation/traffic, cultural resources, noise and vibration, and public access.

Table 5-2 lists the agencies, organizations, and persons who commented on the Draft EIR/EIS during the public availability period.


**Table 5-2: List of Comments Received on the Draft EIR/EIS
in Conjunction with the Circulation Period**

Comment ID	Commenter	Date of Comment
Federal Agencies		
Letter A	U.S. Department of Interior - Bureau of Land Management	February 4, 2013
Letter B	U.S. Environmental Protection Agency	February 19, 2013
Letter C	U.S. Department of Interior - Office of Environmental Policy and Compliance	February 20, 2013
State Agencies		
Letter D	Native American Heritage Commission	January 17, 2013
Regional Agencies		
Letter E	Mojave Desert Air Quality Management District	January 8, 2013
Letter F	Lahontan Regional Water Quality Control Board	February 19, 2013
Letter G	County of San Bernardino Department of Public Works	March 7, 2013
Individuals and/or Organizations		
Comment Card 1	Randall Krause	January 23, 2013
Comment Card 2	Mark A. Orr	January 23, 2013
Comment Card 3	Shirley Mendenhall	January 23, 2013
Comment Card 4	David Gibbs	January 23, 2013
Comment Card 5	Victoria Gibbs	January 23, 2013
Comment Card 6	JoEllen Aguilar	January 23, 2013
Comment Card 7	Penny Harper	January 23, 2013
Comment Card 8	Fernando Haro	January 23, 2013
Transcript from January 23, 2013 Public Hearing		
Commenter AK	Aniko Kegyulics	January 23, 2013
Commenter RK	Randall Krause	January 23, 2013
Commenter RR	Robert Richards	January 23, 2013
Commenter PA	Patricia Adair	January 23, 2013

Letter A – U.S. Department of Interior – Bureau of Land Management

Comment Letter A	Response to Comment Letter A
<div data-bbox="262 332 361 422"></div> <div data-bbox="409 349 833 457"><p>United States Department of the Interior BUREAU OF LAND MANAGEMENT Barstow Field Office 2601 Barstow Road Barstow, California 92311</p></div> <div data-bbox="882 332 982 422"></div> <div data-bbox="304 470 394 509"><p>In Reply Refer To: 1795(P) CAD0800.28</p></div> <div data-bbox="567 467 669 492"><p>FEB 04 2013</p></div> <div data-bbox="304 565 569 657"><p>California Department of Transportation Division of Environmental Planning Attn: James Shankel 464 West 4th Street, 6th Floor, MS 827 San Bernardino, CA 92401-1400</p></div> <div data-bbox="304 673 428 693"><p>Dear Mr. Shankel:</p></div> <div data-bbox="304 711 621 732"><p>Subject: SR-58 Hinkley Expressway Project</p></div> <div data-bbox="304 748 917 860"><p>The Bureau of Land Management has reviewed the Draft Environmental Impact Report/ Environmental Statement, prepared by the California Department of Transportation (Caltrans), for the State Route 58 (SR-58) Hinkley Expressway Project in the County of San Bernardino, California. As the management agency for the public land, the Bureau of Land Management (BLM) may have concerns that may not be addressed in the conditions and stipulations that Caltrans is considering for the project.</p></div> <div data-bbox="304 876 930 953"><p>This project proposes to realign and widen SR-58 from a two-lane conventional highway to a four-lane expressway. The total length of the project is 8.9 miles, starting 2.8 miles West of Hidden River Road to 0.7 miles East of Lenwood Road. The BLM does not have any comments on the Draft Environmental Impact Report/ Environmental Statement.</p></div> <div data-bbox="304 969 888 1008"><p>Thank you for the opportunity to comment on this proposed project. Should you have any questions please contact Richard Rotte, Realty Specialist, at (760) 252-6026.</p></div> <div data-bbox="615 1026 680 1045"><p>Sincerely,</p></div> <div data-bbox="569 1015 760 1136"><p>Katrina Symons Field Manager</p></div>	<p>Caltrans appreciates the time and effort provided by Bureau of Land Management (BLM) staff, both during the extended amount of time needed to develop the project itself thus far, and in the review of the Draft EIR/EIS prepared.</p>
	<p>We look forward to continuing to work with BLM as this project moves forward into the Final Design phase. We welcome any opportunity to ensure that any concerns BLM may have regarding Caltrans' conditions and stipulations with respect to the design and construction of this project are addressed.</p>

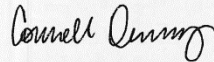
Letter B – U.S. Environmental Protection Agency

<div data-bbox="277 305 361 386"></div> <div data-bbox="411 336 823 414"><p>UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION IX 75 Hawthorne Street San Francisco, CA 94105-3901</p></div> <div data-bbox="548 464 672 483"><p>February 19, 2013</p></div> <div data-bbox="277 516 539 626"><p>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400</p></div> <div data-bbox="277 639 932 678"><p>Subject: Draft Environmental Impact Statement for the Proposed SR-58 Hinkley Expressway Project, San Bernardino County, California (CEQ #20120402)</p></div> <div data-bbox="277 693 405 714"><p>Dear Mr. Shankel:</p></div> <div data-bbox="277 727 926 820"><p>The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (DEIS) for the proposed SR-58 Hinkley Expressway Project. Our review and comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality Regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.</p></div> <div data-bbox="277 836 938 964"><p>The California Department of Transportation (Caltrans), as NEPA lead agency, is proposing to widen and realign State Route 58 (SR-58) from a two-lane conventional highway to a four-lane expressway near the unincorporated community of Hinkley, from Post Mile (PM) 22.2 to PM 31.1. The total length of the project is 8.9 miles, from 2.8 miles west of Hidden River Road to 0.7 miles east of Lenwood Road. The DEIS evaluates three proposed alternatives, as well as a No Build Alternative. Alternative 2 has been identified as the preferred alternative, and proposes a southerly alignment running approximately 0.5 mile south of the existing SR-58.</p></div> <div data-bbox="231 979 938 1089"><p>B-1 EPA commends Caltrans for their efforts to reduce impacts to the community of Hinkley to the greatest extent possible. We are particularly encouraged to see the inclusion of mitigation measure CI-4 in the DEIS, providing a commitment to further minimize the amount of right-of-way needed for the facility, and to further minimize community and environmental impacts during Final Design and Construction. We hope that Caltrans will follow through with this commitment and make every effort to negotiate basic design standards in order to avoid unnecessary impacts.</p></div> <div data-bbox="231 1104 938 1266"><p>B-2 EPA rates the proposed project as Lack of Objections (LO) (see enclosed <i>Summary of EPA Rating Definitions</i>). The DEIS identifies that project implementation, combined with proper mitigation, should not result in significant environmental impacts. Information provided in the DEIS indicates that the build alternatives will not permanently impact any waters of the U.S., including wetlands, rivers or jurisdictional ephemeral streams. As such, EPA does not anticipate any impact to water quality as a result of project implementation. In addition, while the document identifies that there will be no adverse air quality impacts, EPA supports the implementation of stringent dust control and construction equipment emission control measures during construction in order to reduce temporary impacts to air quality. As the project is located in a state particulate matter 10 non-attainment area, it is important that dust from heavy</p></div> <div data-bbox="829 1315 966 1331"><p>Printed on Recycled Paper</p></div>	<div data-bbox="1041 258 1411 290"><h3>Response to Comment B-1</h3></div> <div data-bbox="1041 300 1902 846"><p>Caltrans appreciates United States Environmental Protection Agency (USEPA) encouragement and rating of the Proposed SR-58 Hinkley Expressway Project as Lack of Objections (LO). Caltrans remains fully committed to continuing to minimize the project's potential impacts to the community of Hinkley and setting during the Final Design and construction phases of the project. To follow through on this commitment to minimize impacts, and as preliminary design continues to progress, the addition of local access roads has been added to the project in effort to minimize impacts. As detailed on Page 2-62, to further minimize right of way impacts and relocations, modifications were made to the design of Alternative 2. These modifications include the addition of paved access roads at the western end of the project as well as roads adjacent to Hinkley Road. Construction of these access roads precludes the need for Caltrans to acquire these properties.</p></div> <div data-bbox="1041 868 1413 902"><h3>Response to Comment B-2</h3></div> <div data-bbox="1041 907 1908 1195"><p>Regarding minimization of air quality impacts during project construction, dust control and construction equipment emission control measures for each source of PM10 emissions will be implemented, as specified in Rule 403.2 (Fugitive Dust Control for the Mojave Desert Planning Area [MDPA]), adopted by the MDAQMD. Measure AQ-1 included in the Environmental Commitments Record (ECR) for the project, details specific actions. The ECR is included in Appendix E of this document.</p></div> <div data-bbox="1041 1219 1413 1253"><h3>Response to Comment B-3</h3></div> <div data-bbox="1041 1258 1908 1403"><p>As documented in the Biological Assessment submitted to USFWS on October 17, 2012, Caltrans determined that the project “may affect, likely to adversely affect” desert tortoise. The USFWS issued the Biological Opinion for this project on March 29, 2013,</p></div>
---	--

<p>B-2 equipment and off-road work be reduced to the greatest extent possible. Our few concerns, as described below, focus on impacts to Biological Resources.</p> <p><u>Biological Resources</u></p> <p><i>Endangered Species and Other Species of Concern</i></p> <p>The project site supports a diversity of mammals, birds, and reptiles, including special status wildlife species. In addition to a large desert tortoise population, the project site provides suitable habitat for burrowing owls and Mojave ground squirrel. Project construction would result in direct impacts to these special status animal species through the permanent loss of habitat, potential harassment through handling and relocation, and potential direct mortality resulting from project construction activities. Additional long-term impacts may occur as a result of increased predation and habitat fragmentation. EPA understands that an Endangered Species Act Section 7 formal consultation with the U.S. Fish and Wildlife Service (USFWS) is ongoing. The Biological Opinion will play an important role in informing the decision on what commitments, terms, and conditions must accompany the approval of the project.</p> <p>B-3 <i>Recommendations:</i></p> <ul style="list-style-type: none"> • The Final Environmental Impact Statement (FEIS) should provide an update on the consultation process and include the Biological Opinion as an appendix. If this is not possible, the FEIS should explain how the Biological Opinion will be factored into Caltrans' decision making. • Any additional mitigation and monitoring measures that result from consultation with USFWS to protect sensitive biological resources, including desert tortoise and Mojave ground squirrel, should be included in the FEIS and, ultimately, the Record of Decision (ROD). <p><i>Compensatory Mitigation</i></p> <p>In light of other large-scale projects proposed in the Mojave Desert region of San Bernardino County, the availability of land to adequately compensate for environmental impacts to resources such as desert tortoise, may serve as a limiting factor for project development. We note the availability of compensatory lands for mitigation is not discussed in the DEIS.</p> <p>B-4 <i>Recommendations:</i></p> <ul style="list-style-type: none"> • Identify compensatory mitigation lands or quantify available lands for compensatory habitat mitigation in the FEIS. Demonstrate that sufficient lands are available to fully compensate for the proposed project. • Specify provisions to be adopted in the ROD that set out a clear timetable for ensuring adequate compensatory mitigation has been identified, approved and purchased, as appropriate. • The FEIS and ROD should discuss mechanisms and incorporate proposed conditions for certification that would protect in perpetuity any compensatory lands that are selected. <p>B-5 We appreciate the opportunity to review this DEIS. When the FEIS is released, please send one hard copy to the address above (Mail Code CED-2). If you have any questions, please contact me (415-947-</p>	<p>which serves as its concurrence with Caltrans, and thereby completes consultation. The BO is included in Appendix K of this environmental document. USFWS stated in the Biological Opinion, "...that the proposed road realignment and widening of SR-58 near Hinkley, California (between PM 22.2 and PM 31.1) is not likely to jeopardize the continued existence of the desert tortoise." Measures in the Environmental Commitments Record (ECR) for the project have been updated to incorporate measures contained in the BO. The ECR is included in Appendix E of this document.</p> <p>As mentioned in Section 3.21, impacts to MGS will be similar to the impacts described for the desert tortoise. However, impacts to MGS "...are expected to be limited only to the vicinity of the interchanges and would not expand to other areas." Section 3.21 also identifies the avoidance, minimization, and mitigation measures which will be implemented to protect MGS.</p> <p>With regard to the Burrowing owl, direct effects to this species would be minimized with implementation of all applicable measures, as indicated in Section 3.20.3.1. Measures specific to Burrowing owl, BIO-10 and BIO-11, are in Section 3.20.4.</p> <p>Response to Comment B-4</p> <p>Table 3.21-3 in Section 3.21 of this Final EIR/EIS identifies the amount of mitigation in the form of acreage that will be necessary to acquire to compensate for the impacts to the desert tortoise and Mohave ground squirrel. Regarding the availability of applicable land, Caltrans' District Biological Studies and Permits Office has performed some preliminary research and it is known that there are lands available that match the specific habitat needs for these sensitive species. Consistent with Caltrans' standard project development process, specific decisions – such as through what avenues or organization(s) will the land be acquired – will not be made until the Final Design phase of the project. It is understood</p>
---	--

4161) or Clifton Meek, the lead reviewer for this project. Clifton can be reached at 415-972-3370 or meek.clifton@epa.gov.

Sincerely,



Connell Dunning, Transportation Team Supervisor
Environmental Review Office
Communities and Ecosystems Division

Enclosed: Summary of EPA Rating Definitions

CC via email: Ray Vizgirdas, U.S. Fish and Wildlife Service
Veronica Chan, U.S. Army Corps of Engineers
John Chisholm, California Department of Transportation

3

that lands purchased for mitigation would be managed and protected in perpetuity. The specific legal mechanism and managing entity will be consistent with the requirements of the USFWS and CDFG. The ROD will make clear the mitigation lands will be protected and managed in perpetuity with final details to be decided in coordination with the USFWS and CDFG. The ROD will specify that mitigation lands necessary to compensate for the impacts to desert tortoise and Mohave ground squirrel will be identified, approved, and purchased prior to construction activities.

Mitigation for loss of marginal desert tortoise habitat will be accomplished based on the quality of habitat affected. As determined through consultation with California Department of Fish and Wildlife and USFWS. Habitat will be compensated according to the following ratios:

- 5:1 ratio for impacts west of Hinkley Road;
- 3:1 ratio for impacts east of Hinkley Road.

Caltrans is currently reviewing potential properties for acquisition in this regard. Final decisions and acquisitions will occur before construction.

Response to Comment B-5

One hard copy of the Final EIR/EIS will be sent to the address provided, Mail Code CED-2.

SUMMARY OF EPA RATING DEFINITIONS*

This rating system was developed as a means to summarize the U.S. Environmental Protection Agency's (EPA) level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the Environmental Impact Statement (EIS).

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

ADEQUACY OF THE IMPACT STATEMENT

Category "1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category "2" (Insufficient Information)


The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category "3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, Policy and Procedures for the Review of Federal Actions Impacting the Environment.

Letter C – U.S. Department of Interior – Office of Environmental Policy and Compliance

Comment Letter C		Response to Comment C-1
<div><div>United States Department of the Interior OFFICE OF THE SECRETARY Office of Environmental Policy and Compliance Pacific Southwest Region 333 Bush Street, Suite 515 San Francisco, CA 94104</div></div> <div>IN REPLY REFER TO: ER# 13/006</div> <div>Electronically Filed</div> <div>20 February 2013</div> <div>James Shankel Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. 4th Street, 6th Floor MS 827 San Bernardino, California 92401-1400</div> <div>Subject: Draft Environmental Impact Statement for the Proposed State Route 58 Hinkley Expressway Project, San Bernardino County, CA</div> <div>Dear Mr. Shankel:</div> <div>C-1 The Department of the Interior has received and reviewed the subject document and has the following comments to offer. Please disregard our no comments letter dated 02/19/13.</div> <div>In a separate letter to the Fish and Wildlife Service, (the Service) Caltrans requested formal consultation on the effects of this project on the federally threatened desert Mojave tortoise (<i>Gopherus agassizii</i>) pursuant to section 7(a)(2) of Endangered Species Act of 1973, as amended.</div> <div>These comments are technical advice to assist the FWS and Caltrans in addressing fish and wildlife resource issues, other than those addressed in our section 7 consultation. They are made under the authority of, and in accordance with, the provisions of the Endangered Species Act, Fish and Wildlife Coordination Act, the Migratory Bird Treaty Act (MBTA), and Executive Order 13186.</div> <div>The MBTA makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations. The migratory bird species are listed in 50 CFR 10.13. There are more than 1,040 birds on the list.</div>		<p>As requested, the initial no comments letter from U.S. Department of the Interior Office of Environmental Policy and Compliance (DOI) letter dated 02/19/13 is disregarded. Caltrans appreciates the comments provided by DOI.</p>

<p>Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, (January 2001) directs Federal agencies to promote the conservation of migratory birds, thereby fulfilling the government's duty to lead in the protection of this international resource. It requires Federal agencies to incorporate migratory bird conservation measures into their agency planning and activities, directs Federal agencies to develop and implement a Memorandum of Understanding with the Service by January 2003 outlining how the agency will promote conservation of migratory birds, support various conservation planning efforts already underway, such as the Partners in Flight initiative and North American Waterfowl Management Plan, and report annually on the level of take of migratory birds.</p> <p>It defines "take of migratory birds to include "unintentional take," which is further defined as "take that results from but is not the purpose of the activity in question."</p> <p>The proposed project lies within the southwestern portion of the Mojave Desert and is typified by highly variable climatic extremes. The combination of extreme temperature ranges and low precipitation rates creates a unique environment for many plants and animals in the region.</p> <p>The project area supports two vegetation communities with varying levels of disturbance: Creosote bush scrub and Atriplex scrub which provides foraging and nesting habitat for numerous species of migratory birds. It is also near Harper Lake, an oasis that attracts thousands of migratory waterfowl, shorebirds, and wading birds, and is a prime bird watching spot. More than 250 species of birds have been observed here.</p> <p>C-2 The upland habitats would be lost from the construction and operation of the proposed project as well as from direct and indirect impacts from subsequent development that will occur because of this project. Habitats adjacent to Harper Lake that are used for foraging, roosting and stop-over may also be degraded or lost from indirect impacts and subsequent development. The draft environmental impact statement recognizes the protective measures of the MBTA and provides mitigation to avoid any impact on migratory birds. However, the draft does not address the loss and degradation of habitat.</p> <p>The draft environmental impact statement should evaluate the direct, indirect, and cumulative effects of lost and degraded habitat on migratory birds from all aspects of the proposed action including construction and operation of the new portion of State Route 58.</p> <p>C-3 Regardless of the measures that would be implemented to mitigate habitat degradation/loss and mortality of migratory birds at the project site, some residual impacts would remain including the cumulative effect on migratory bird habitat and populations. For these reasons, the Service recommends that FHWA and Caltrans mitigate for the loss of this habitat for migratory birds.</p> <p>Possible mitigation could include contributing to a fund to investigate the regional and cumulative effects of the loss of habitat for migratory birds, identifying and reducing sources of mortality, and enhancing habitat. We offer to work with you to develop and implement appropriate mitigation. To facilitate this process, the Service has established partnerships or joint ventures for the conservation of migratory birds.</p>	<p>Response to Comment C-2</p> <p>Section 3.20 Animal Species of the Draft EIS/EIR as well as this Final EIS/EIR includes the following bird species: Cooper's hawk, burrowing owl, white-tailed kite, prairie falcon, loggerhead shrike, osprey, and Le Conte's thrasher, whose habitat potentially occurs or is known to occur in the project area. In addition to the measures identified specifically designed to address these species, this part of the Final EIS/EIR also identifies the project's commitment to implementation of MBTA measures BIO-8 and BIO-9 to compensate for the project's potential to contribute to impacts, though any potential impacts would be expected to be minimal.</p> <p>As the commenter notes, the MBTA prohibits the taking, possession, import, export, transport, selling, purchasing, barter, or offering for sale, purchase or barter, any migratory bird, or the parts, nests, or eggs of such birds except with a valid permit. A survey of the project site for bird species, specific to Alternative 2—the identified Preferred Alternative, based on preliminary engineering efforts to-date, was conducted on June 19, 2013. A pre-construction survey of the project site, based on completion of final design for the project, will occur 30 days prior to commencement of any construction activities within the project site. A pre-construction sweep for nesting birds would be conducted prior to construction activities outside of the nesting season as well. The sweep will include areas used for construction, staging, storage, sign placement, and parking areas. If a migratory bird is detected during surveys, construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.</p> <p>Pursuant to the MBTA, and to avoid any impacts on migratory birds, vegetation removal must take place outside of the breeding season, which occurs between March 15 and September 15. If, due</p>
---	--

	<p>to construction schedules, it is necessary to remove vegetation, including trees, during this season, a biological construction monitor must perform a pre-construction survey of each individual tree and/or of the entire area where vegetation will be removed. All measures will be taken to minimize impacts on nesting birds.</p> <p>As discussed in Sections 3.10 and 3.18 of this Environmental Document, the project will not have any impact on wetlands or other water bodies that would be used as stopover habitat for migratory birds. Although some potential nesting bird habitat would be converted by the project, this type of habitat is not limited in availability in the area surrounding the project, so the effect would not be considered substantial under NEPA nor significant under CEQA. Additionally, measures BIO-32 and BIO-33 in Sub-section 3.21.4 of this Environmental Document, which provide compensation for the loss of desert tortoise and Mohave ground squirrel habitat would also serve to compensate any loss of nesting bird habitat.</p> <p>Lastly, a growth analysis was conducted as discussed in Section 3.2 of this FEIR/EIS, and determined that the project is "...not expected to increase the rate or amount of growth, nor have a substantial influence on growth in the affected project area or in the larger regional context..." Therefore, because no subsequent development is reasonably foreseeable, no growth induced degradation of habitat would be reasonably expected to occur.</p>
--	--

C-3

A joint venture is a collaborative, regional partnership of government agencies, non-profit organizations, corporations, tribes, and individuals that conserves habitat for priority migratory bird species, other wildlife, and people. Joint ventures have programs and/or tools that would facilitate the implementation of such mitigation. More information on joint ventures is available at: <http://www.fws.gov/birdhabitat/JointVentures/index.shtm>.

To follow the direction of Executive Order 13186, we encourage the FHWA and Caltrans to work with the Service to develop and implement conservation measures for migratory birds in the western Mojave Desert. Please contact Carl Benz at (805) 644-1766, extension 311 with further questions.

Sincerely,



Patricia Sanderson Port
Regional Environmental Officer


Cc:
Director, OEPC
OEPC Staff Contact, Dave Sire
Jane Touth, FWS
Carl Benz, FWS

Response to Comment C-3

Since the type of habitat that would be converted by the project is not limited in availability in the area surrounding the project, and further, because the potential impacts of any habitat that would be converted will be further minimized by other measures that will be implemented by the project, there is no potential for this project to contribute to cumulatively substantial or significant impacts to MBTA species.

In addition, the District's Senior Biologist discussed the proposed idea of establishing partnerships or joint ventures for the conservation of migratory birds with our contacts at the regional USFWS office. As a result of this discussion, the District's biological studies and permits office is interested in exploring possible avenues of becoming more involved in a joint venture context with regional entities such as the Desert Manager's Group and the Sonora Venture to work together to conserve habitat for migratory birds and facilitate migratory bird conservation.

Letter D – Native American Heritage Commission

Comment Letter D	
<div data-bbox="304 284 934 397"><p>STATE OF CALIFORNIA</p><p>NATIVE AMERICAN HERITAGE COMMISSION 915 CAPITOL MALL, ROOM 364 SACRAMENTO, CA 95814 (916) 653-6251 Fax (916) 657-5390 Web Site www.nahc.ca.gov ds_nahc@pacbell.net</p></div> <div data-bbox="766 284 934 300"><p>Edmund G. Brown, Jr., Governor</p></div> <div data-bbox="871 300 934 365"></div> <div data-bbox="514 430 640 446"><p>January 17, 2013</p></div> <div data-bbox="304 470 850 560"><p>Mr. James Shankel, Environmental Planner California Department of Transportation – District 8 464 West 4th Street, Sixth Floor - MS 827 San Bernardino, CA 92401-1400</p></div> <div data-bbox="304 576 934 633"><p>Re: SCH#2007051067; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the "State Route 58 Hinkley Expressway Project;" located in the Mojave Desert; San Bernardino County, California</p></div> <div data-bbox="304 649 451 673"><p>Dear Mr. Shankel:</p></div> <div data-bbox="304 690 934 763"><p>The California Native American Heritage Commission (NAHC) is the State of California 'trustee agency' for the preservation and protection of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).</p></div> <div data-bbox="304 771 934 852"><p>This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.</p></div> <div data-bbox="304 860 934 1079"><p>The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendment s effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC advises the Lead Agency to request a Sacred Lands File search of the NAHC if one has not been done for the 'area of potential effect' or APE previously.</p></div> <div data-bbox="304 1088 934 1169"><p>The NAHC 'Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).</p></div> <div data-bbox="304 1177 934 1258"><p>Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you</p></div>	<div data-bbox="1081 259 1449 292"><h3>Response to Comment D-1</h3></div> <div data-bbox="1081 300 1921 706"><p>A request was made to the Native American Heritage Commission (NAHC) for a search of the Sacred Lands File (SLF) on July 6, 2007. The NAHC responded on July 12, 2007, stating that a search of the SLF failed to indicate the presence of Native American cultural resources in the immediate project area. A list of nine Native American individuals/organizations was provided by the NAHC for additional consultation in regards to Native American cultural resources or project-related concerns. Correspondence is included in Appendix B of the Historic Property Survey Report (HPSR) that was prepared for the project.</p></div> <div data-bbox="1081 722 1449 755"><h3>Response to Comment D-2</h3></div> <div data-bbox="1081 763 1921 1242"><p>The 2007 Native American contact list recommended that nine (9) Native American individuals representing various organizations and Tribes be contacted. As part of the consultation process and as documented in Appendix B of the Draft and Final EIR/EIS, individuals representing these organizations and Tribes were contacted on behalf of Caltrans by letter, dated January 8, 2008. The letter discussed the project and requested information on Native American cultural resources. Two rounds of follow-up communication (phone calls and/or emails) were attempted. The results of the Native American consultation are provided in detail in Attachment B in the HPSR and are described in Section 3.8 Cultural Resources of the Draft and Final EIR/EIS.</p></div> <div data-bbox="1081 1258 1921 1372"><p>The following Native American Tribes, groups, and individuals were contacted during that consultation based on the contact list provided by the NAHC in 2007:</p></div>

D-2 make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information.

D-3 Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & 5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the *cultural landscape* that might include the 'area of potential effect.'

D-5 Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibly threatened by proposed project activity.

D-6 Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

D-7 To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

D-8 Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

- Colorado River Reservation
- Twenty-Nine Palms Band of Mission Indians
- Chemehuevi Tribe
- Fort Mojave Tribe
- San Fernando Band of Mission Indians
- AhaMaKav Cultural Society
- Morongo Band of Mission Indians
- San Manuel Band of Mission Indians
- Serrano Nation of Indians

On January 28 and 30, 2008 all nine (9) contacts who were contacted by letter were contacted by phone. Representatives of the Serrano and Chemehuevi Tribes responded stating they had no concerns and wished to be notified of discoveries during construction. In a letter dated January 30, 2008, a representative of the Colorado River Indian Tribe stated that the Tribe had no concerns. In a letter dated March 24, 2008, a representative from the Twenty-nine Palms Tribe indicated they had no concerns. None of the others contacts responded.

In March 2012, consultation with Tribes and the NAHC was conducted regarding the discovery of human remains during excavation. The NAHC designated an individual of the San Manuel Tribe as the Most Likely Descendent (MLD). Consultation efforts are ongoing with this individual and the San Manuel Tribe.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,


Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Response to Comment D-3

The initial consultation letter dated January 8, 2008 contained both project information as well as an exhibit showing the project location. For those Tribes participating in consultation efforts, draft cultural resources technical studies have been provided for review if requested. Additionally, several meetings, including field visits have been conducted with the San Manuel Tribe.

While avoidance is the preferred treatment for impacts to cultural resources, project impacts to one historic property, CA-SBr-15103/H, are unavoidable. In consultation with the San Manuel Tribe, documentation and data recovery are proposed to resolve effects to this site. As such a Memorandum of Agreement with attached Data Recovery Plan has been prepared in consultation with the San Manuel Tribe.

Response to Comment D-4

Native American consultation was conducted in compliance with all applicable State and federal laws. Refer also to response to comment NAHC-2, above. The Archaeological Evaluation Proposal and Archaeological Report provide the historic context in which site CA-SBr-15103/H is evaluated for its eligibility for listing on the National Register of Historic Places and as a historic resource for the purposes of CEQA. In addition, the Data Recovery Plan provides a research design that includes an analysis of the site and its relationship to the broader region/cultural landscape.

Response to Comment D-5

Consistent with professional standards and practices, only limited information regarding individual archaeological sites is included in documents such as the Draft and Final EIR/EIS that would be available to the general public. As demonstrated in Table 3.8.1 in the Draft and Final EIR/EIS, the information provided on the cited archeological sites is limited.

**Native American Contacts
San Bernardino County
January 17, 2013**

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza, CA 92539
admin@ramonatribes.com
(951) 763-4105
(951) 763-4325 Fax

San Manuel Band of Mission Indians
Carla Rodriguez, Chairwoman
26569 Community Center Drive Serrano
Highland, CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax

Chemehuevi Reservation
Edward Smith, Chairperson
P.O. Box 1976 Chemehuevi
Chemehuevi Valley CA 92363
chair1cit@yahoo.com
(760) 858-4301
(760) 858-5400 Fax

Fort Mojave Indian Tribe
Timothy Williams, Chairperson
500 Merriman Ave Mojave
Needles, CA 92363
(760) 629-4591
(760) 629-5767 Fax

Colorado River Indian Tribe
Eldred Enas, Chairman; Ginger Scott, Museum
26600 Mojave Road Mojave
Parker, AZ 85344 Chemehuevi
crit.museum@yahoo.com
(928) 669-9211-Tribal Office
(928) 669-8970 ext 21
(928) 669-1925 Fax

AhaMaKav Cultural Society, Fort Mojave Indian
Linda Otero, Director
P.O. Box 5990 Mojave
Mohave Valley AZ 86440
(928) 768-4475
LindaOtero@fortmojave.com
(928) 768-7996 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning, CA 92220 Serrano
(951) 201-1866 - cell
mcontreras@morongo-nsn.
gov
(951) 922-0105 Fax

San Manuel Band of Mission Indians
Ann Brierty, Policy/Cultural Resources Departmen
26569 Community Center, Drive Serrano
Highland, CA 92346
(909) 864-8933, Ext 3250
abrierty@sanmanuel-nsn.
gov
(909) 862-5152 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007051067; cEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the State Route 58 Hinkley Expressway Project; located in the Mojave Desert; San Bernardino County, California.

Response to Comment D-6

As discussed in Section 3.8.2, Cultural Resources, in the Draft and Final EIR/EIS, if additional human remains are discovered during construction, the applicable provisions of State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98 will be followed. As noted in this comment and as described in Section 3.8, the project must comply with mandatory laws such as the regulations regarding the unanticipated discovery of cultural resources or human remains. Measures CR-1 and CR-2, in Section 3.8.4 in the Draft and Final EIR/EIS, provide those provisions related to the discovery of cultural material and human remains.

Response to Comment D-7

Refer to response to comment NAHC-2 above, regarding Native American consultation.

Response to Comment D-8

Refer to responses to comment NAHC-2 and NAHC-3, above regarding avoidance, minimization, and/or mitigation measures, and the treatment of cultural materials and human remains.

**Native American Contacts
San Bernardino County
January 17, 2013**

Fort Mojave Indian Tribe
Nora McDowell, Cultural Resources Coordinator
500 Merriman Ave Mojave
Needles, CA 92363
NoraMcDowell@fortmojave.
(760) 629-4591
(760) 629-5767 Fax

Serrano Nation of Mission Indians
Goldie Walker, Chairwoman
P.O. Box 343 Serrano
Patton, CA 92369

(909) 528-9027 or
(909) 528-9032


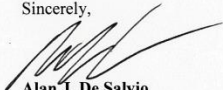
Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning, CA 92220 Cahuilla
siva@dishmail.net
(951) 849-4676

This list is current only as of the date of this document.


Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007051067; cEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the State Route 58 Hinkley Expressway Project; located in the Mojave Desert; San Bernardino County, California.

Letter E – Mojave Desert Air Quality Management District

<div data-bbox="247 277 487 420"></div> <div data-bbox="567 298 1029 407"><p>Mojave Desert Air Quality Management District 14306 Park Avenue, Victorville, CA 92392-2310 760.245.1661 • fax 760.245.2699 Visit our web site: http://www.mdaqmd.ca.gov Eldon Heaston, Executive Director</p></div> <div data-bbox="905 259 1033 279"><p>Comment Letter E</p></div> <div data-bbox="294 457 415 480"><p>January 8, 2013</p></div> <div data-bbox="294 496 625 597"><p>James Shankel, Senior Environmental Planner California Department of Transportation Division of Environmental Planning 464 W. Fourth Street, 6th Floor MS 827 San Bernardino, CA 92401-1400</p></div> <div data-bbox="294 634 758 657"><p>Subject: State Route 58 (SR-58) Hinkley Expressway Project</p></div> <div data-bbox="294 673 434 696"><p>Dear Mr. Shankel:</p></div> <div data-bbox="294 712 980 797"><p>The Mojave Desert Air Quality Management District (MDAQMD) has received the Draft Environmental Impact Report/Environmental Impact Statement for the State Route 58 (SR-58) Hinkley Expressway Project. The proposed Project would widen and realign an existing 8.9 mile segment of SR-58, near the community of Hinkley.</p></div> <div data-bbox="294 812 945 855"><p>The District concurs that the proposed mitigation measures for Air Quality (AQ-1) represent feasible mitigation. The District has no additional comments at this time.</p></div> <div data-bbox="294 872 959 935"><p>Thank you for the opportunity to review this planning document. If you have any questions regarding this letter, please contact me at (760) 245-1661, extension 6726, or Tracy Walters at extension 6122.</p></div> <div data-bbox="294 951 375 976"><p>Sincerely,</p></div> <div data-bbox="283 958 504 1047"></div> <div data-bbox="294 1031 539 1075"><p>Alan J. De Salvio Supervising Air Quality Engineer</p></div> <div data-bbox="294 1089 348 1109"><p>AJD/tw</p></div> <div data-bbox="497 1089 714 1109"><p>CALTrans SR 58 Hinkley Expressway</p></div> <div data-bbox="262 1302 1008 1338"><p>City of Adairsville Town of Apple Valley City of Barstow City of Blythe City of Hesperia City of Needles County of Riverside County of San Bernardino City of Twentynine Palms City of Victorville Town of Yucca Valley</p></div>	<div data-bbox="1092 256 1446 292"><p>Response to Comment E</p></div> <div data-bbox="1092 292 1911 438"><p>Caltrans appreciates the Mojave Desert Air Quality Management District's comment letter and the stated concurrence with measure AQ-1 as identified in the Draft EIR and Final EIS.</p></div>
---	---

Letter F – Lahontan Regional Water Quality Control Board

<div data-bbox="256 285 409 371">  </div> <div data-bbox="256 388 651 410"> <p>Lahontan Regional Water Quality Control Board</p> </div> <div data-bbox="287 441 438 466"> <p>February 19, 2013</p> </div> <div data-bbox="646 462 924 505"> <p>File: Environmental Doc Review SR-58 Hinkley Expressway Project</p> </div> <div data-bbox="287 521 653 625"> <p>James Shankel, Senior Environmental Planner California Department of Transportation 464 West 4th Street, 6th Floor MS 827 San Bernardino, CA 92401-1400 Email: SR58Hinkley@dot.ca.gov</p> </div> <div data-bbox="287 639 938 722"> <p>COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT FOR THE STATE ROUTE 58 HINKLEY EXPRESSWAY PROJECT, SAN BERNARDINO COUNTY, STATE CLEARINGHOUSE NO. 2007051067</p> </div> <div data-bbox="287 738 963 1058"> <p>California Regional Water Quality Control Board, Lahontan Region (Water Board) staff received the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the above-referenced project (Project) on January 3, 2013. The Draft EIR/EIS was prepared by the California Department of Transportation (Caltrans) and submitted in compliance with provisions of the California Environmental Quality Act (CEQA). The proposed Project is a realigning and widening of a portion of State Highway 58 (SR58) from a conventional two-lane highway to a four-lane highway expressway. The Project covers 8.9 miles and begins 2.8 miles west of Hidden River Road and extends to 0.7 miles east of Lenwood Road in the unincorporated community of Hinkley near Barstow. The purpose of the Project is to relieve traffic congestion by improving the highway's level of service, operational efficiency, and safety conditions. The Draft EIR/EIS presented a narrative review of the Project's potential impacts, including those to hydrology and water quality, as well as a discussion of mitigation measures to avoid or reduce potential impacts to a less than significant level. Four alternatives were considered in the Draft EIR/EIS, and the second alternative was identified as the preferred alternative.</p> </div> <div data-bbox="237 1075 959 1256"> <p>F-1 Pursuant to CEQA guidelines, California Code of Regulations (CCR), title 14, section 15096, responsible agencies must specify the scope and content of the environmental information germane to their statutory responsibilities. Water Board staff, acting as a responsible agency, is providing these comments to help guide in the development of Project alternatives in an effort to maintain water quality and hydrologic function, and ultimately, for the protection of the beneficial use of waters of the State. We expect Caltrans will value our position with respect to protecting and maintaining water quality within the Lahontan region, and request that the following comments be incorporated in the final environmental document.</p> </div> <div data-bbox="451 1261 798 1278"> <p>PETER C. PUMPHREY, CHAIR PATTY Z. KOUTOUMDJIAN, EXECUTIVE OFFICER</p> </div> <div data-bbox="430 1286 819 1302"> <p>14440 Civic Drive, Suite 200, Victorville, CA 92392 www.waterboards.ca.gov/lahontan</p> </div> <div data-bbox="579 1321 667 1339"> <p>RECYCLED PAPER</p> </div>	<div data-bbox="1094 250 1470 285"> <p>Response to Comment F-1</p> </div> <div data-bbox="1094 290 1890 435"> <p>Comment Noted. The following text has been added to the Page 3.10.4, of the Final EIR/EIS, under the section entitled “State Water Resources Control Board and Regional Water Quality Control Boards”:</p> </div> <div data-bbox="1115 451 1908 618"> <p>“The State Water Resources Control Board (State Water Board) and the Water Boards regulate discharges of waste in order to protect water quality and, ultimately, the beneficial uses of waters of the State. State law assigns responsibility for protection of water quality in the Lahontan Region (Region) to the Lahontan Water Board.”</p> </div> <div data-bbox="1094 641 1472 677"> <p>Response to Comment F-2</p> </div> <div data-bbox="1094 680 1906 789"> <p>As requested, the following text has been added to Page 3.10.4, Section 3.10.1.2, State Requirements: Porter-Cologne Water Quality Control Act:</p> </div> <div data-bbox="1115 805 1745 839"> <p>“Water Quality Control Plan for Lahontan Region</p> </div> <div data-bbox="1115 839 1915 1175"> <p>Water quality standards and control measures for surface and ground waters of the Lahontan Region are contained in the Water Quality Control Plan for the Lahontan Region (Basin Plan). The plan designates beneficial uses for water bodies and establishes water quality objectives, waste discharge prohibitions, and other implementation measures to protect those beneficial uses. State water quality standards also include a Nondegradation Policy. Water quality control measures include Total Maximum Daily Loads (TMDLs), which are often, but not always, adopted as Basin Plan amendments (Lahontan RWQCB 2013).</p> </div> <div data-bbox="1115 1188 1904 1390"> <p>The current Basin Plan was adopted in 1995 and has since been amended several times. The Project is located within the Middle Mojave Hydrologic Area and Harper Valley Hydrologic Subarea of the Lahontan Region. The project must comply with all applicable water quality standards and prohibitions, including provisions of the Basin Plan.”</p> </div>
--	--

James Shankel	- 2 -	February 19, 2013	Response to Comment F-3
Authority	F-1	The State Water Resources Control Board (State Water Board) and the Water Boards regulate discharges of waste in order to protect water quality and, ultimately, the beneficial uses of waters of the State. State law assigns responsibility for protection of water quality in the Lahontan Region (Region) to the Lahontan Water Board.	Caltrans appreciates the Water Board's information regarding the project setting with regards to the Pacific Gas and Electric (PG&E) contamination of groundwater with chromium. Based on coordination with Caltrans Design and Structures units assigned to this project, Caltrans agrees with the Water Board's opinion that the groundwater should not be intercepted by excavation because it is currently anticipated that the maximum construction excavation depth will be no more than 30 feet.
Basin Plan	F-2	<p>The <i>Water Quality Control Plan for the Lahontan Region</i> (Basin Plan) contains policies that the Water Board uses with other laws and regulations to protect water quality within the Region. The Basin Plan provides guidance regarding water quality and how the Water Board may regulate activities that have the potential to affect water quality within the Region. All surface waters and groundwaters are considered waters of the State, which include, but are not limited to, aquifers, drainages, streams, washes, ponds, pools, or wetlands. Surface water bodies may be permanent or intermittent. All waters of the State are protected under California law. Additional protection is provided for waters of the United States (U.S.) under the Federal Clean Water Act (CWA). The Basin Plan sets forth water quality standards for the surface waters and groundwaters of the Region, which include both designated beneficial uses of water and the narrative and numerical water quality objectives which must be maintained or attained to protect those uses. The Basin Plan includes prohibitions and policies for implementation of standards. The Basin Plan identifies general types of water quality problems which can threaten beneficial uses in the Region and identifies required or recommended control measures for these problems. In some cases, it prohibits certain types of discharges in particular areas. The Basin Plan includes a program of implementation to protect beneficial uses and to achieve water quality objectives.</p> <p>The current Basin Plan was adopted by the Water Board in 1995 and has since been amended several times. The Basin Plan can be accessed via the Water Board's web site (http://www.waterboards.ca.gov/lahtontan/water_issues/programs/basin_plan/references.shtml). Water Board staff request that the final environmental document reference the Basin Plan, and that the Project complies with all applicable water quality standards, prohibitions, and provisions of this Basin Plan</p> <p>The Project is located within the Lower Mojave Hydrologic Area and Harper Valley Hydrologic Subarea of the Lahontan Region. Water quality objectives and standards, both numerical and narrative, for waters of the State, including those within the Lower Mojave Hydrologic Area and Harper Valley Hydrologic Subarea, are outlined in Chapter 3 of the Basin Plan. The proposed Project must comply with all applicable water quality standards and prohibitions, including provisions of the Basin Plan.</p>	<p>Alternative 2, which has been identified as the Preferred Alternative, is expected to impact substantially fewer PG&E wells in the project area than the other build alternatives, and would specifically avoid any impacts to any PG&E extraction wells. Based on the most current update from Caltrans Design assigned to this project, Alternative 2 is anticipated to impact six PG&E monitoring wells, although only two will require relocation. The other four wells will only require adjustment in order to remain at grade. Caltrans will coordinate with PG&E and the Lahontan Regional Water Quality Control Board in conjunction with resolving all requirements associated with relocation or other potential impacts to PG&E monitoring wells, compounds, below grade vaults, fencing, utilities, protective posts, underground piping, and sprinkler systems. Additionally, we would like to note that measure HAZ-12 in the Environmental Commitments Record for this project specifically stipulates that the aforementioned coordination will occur.</p>

James Shankel

- 3 -

February 19, 2013

Existing Groundwater Contamination

Water Board staff wants to make Caltrans aware that the project goes through an area underlain by groundwater contaminated with chromium from the Pacific Gas and Electric (PG&E) Compressor Station at 35863 Fairview Road in Hinkley. The chromium plume in groundwater is about 7 miles long, extending in the south from Highcrest Road and to the north past the Hinkley Gap and Burnt Tree Road. The chromium plume is also more than two miles wide, extending from near Hinkley Road in the west to between Summerset and Dixie Roads in the east. Since groundwater is typically found at about 75 to 80 feet below ground surface, it should not be intercepted by excavation work.

F-3

PG&E, pursuant to Orders issued by the Water Board, is implementing cleanup actions within the chromium plume area involving agricultural fields to spread the contaminated water on ground and in-situ remediation involving below-ground injection of ethanol in groundwater. During construction of the Highway 58 Project, Caltrans will likely encounter such items as monitoring and remediation wells, remediation compounds, below grade vaults, fencing, utilities, metals protective posts, underground piping, and center pivot sprinkler systems. All items are necessary for cleaning up chromium contamination and restoring the aquifer for beneficial uses. Therefore, if these items are destroyed or disturbed by the project, they will need to be relocated and replaced so that remedial actions can continue. We urge Caltrans to coordinate this work with PG&E prior to project construction.

Water Board staff also wants to make Caltrans aware of areas with nitrate pollution in groundwater. All dairies currently and previously operating in Hinkley are sources of nitrate pollution. The primary areas of nitrate pollution are found in groundwater east of Mountain View Road and also north of Highway 58. In addition, dairies include soil contamination from waste water and manure piles. If areas of soil contamination are encountered during project construction, it must be treated as waste and taken to an appropriate facility licensed to receive such waste. Furthermore, we are aware of localized areas of high nitrate detections in groundwater in the western portion of Hinkley of which the sources are unknown. These localized areas include the intersection of Community Boulevard and Hinkley Road, on Hinkley Road north of Highway 58, and at the intersection of Acacia Street and Mulberry Road. While the Water Board has issued Orders to most of the Hinkley dairies, it has not with respect to the localized areas with high nitrate detection.

F-4

Permitting Requirements

A number of activities associated with the proposed Project appear to have the potential to impact waters of the State and, therefore, may require permits issued by either the State Water Resources Control Board (State Water Board) or Lahontan Water Board. The required permits may include:

F-5

Response to Comment F-4

Caltrans appreciates the Water Board's information regarding nitrate pollution with respect to the project setting. We acknowledge nitrate contamination has been found, in the area primarily in the eastern part of the Hinkley community. However, localized areas of high nitrate are specifically related to the operating dairies located north of the existing SR-58 and south of the project footprint.

Further, as noted in Section 3.9 Hydrology and Section 3.10 Stormwater groundwater depths vary between 133.9 and 310 feet bgs. Although groundwater may have been found at about 75 to 80 feet bgs at the eastern part of the project, construction activities related to this realignment and widening of SR-58 would not exceed 30 feet bgs. As such, the project is not expected to be affected nor contribute to existing nitrate concentrations.

Avoidance, Minimization, and/or Mitigation Measures of the Draft and Final EIR/EIS list 17 avoidance, minimization, and mitigation measures (HAZ-1 through HAZ-17) that will be implemented, which are expected to ensure that impacts affecting hazards and hazardous materials, including nitrates, would not be adverse.

Response to Comment F-5

Based on the characteristics associated with the project area, particularly the lack of impact to federally impacted waters and based on the scope of work and stormwater design details, it is not anticipated that this project will require Section 401 certification. Further, this project will not require water diversion or dewatering.

James Shankel	- 4 -	February 19, 2013	<p>However, Caltrans confirms that the project will be subject to and will satisfy all requirements associated with Caltrans' MS4 Permit and the Construction General Permit (Order No. 2009-0009-DWQ), adopted on September 2, 2009, which became effective on July 1, 2010.</p> <p>Regarding anticipated permitting requirements for the project, Caltrans currently anticipates that this project will require a 1602 Streambed Alteration Agreement with CFW. As noted in Section 3.18.4, Avoidance, Minimization and Mitigation of the Draft and Final EIR/EIS, measure W-4, states "[p]roject impacts to the California Department of Fish and Game (CDFG) jurisdictional waters will be mitigated at a minimum 2:1 ratio, either through onsite restoration and/or offsite acquisition, through coordination with CDFG during the permitting process for the 1602 before PS&E." As noted elsewhere in this document in 2013 CDFG became CFW.</p> <p>Response to Comment F-6</p> <p>Comment Noted. Section 3.10.4 Avoidance, Minimization, and/or Mitigation Measures of the Water Quality Section and Section 3.18.4, Avoidance, Minimization, and/or Mitigation Measures of the Wetlands Section of the Draft and Final EIR/EIS includes several measures to ensure potential impacts to water quality are avoided or minimized.</p> <p>Response to Comment F-7</p> <p>As mentioned in Response to Comment F-2, water quality standards and control measures for surface and ground waters of the Lahontan Region are contained in the Water Quality Control Plan for the Lahontan Region (Basin Plan). The plan designates beneficial uses for water bodies and establishes water quality objectives, waste discharge prohibitions, and other implementation measures to protect those beneficial uses.</p>
F-5	<ul style="list-style-type: none"> • If encountered, water diversion and/or dewatering activities may be subject to discharge and monitoring requirements under NPDES General Permit, Limited Threat Discharges to Surface Waters, Board Order R6T-2008-0023, issued by the Lahontan Water Board; and • Streambed alteration and/or discharge of fill material to a surface water may require a CWA, section 401 water quality certification for impacts to federal waters (waters of the U.S.), or dredge and fill waste discharge requirements for impacts to non-federal waters, both issued by the Lahontan Water Board. <p>Please be advised of the permits that may be required, as outlined above. Should Project implementation result in activities that will trigger these permitting actions, the Project proponent must consult with Water Board staff. Information regarding these permits, including application forms, can be downloaded from our web site at http://www.waterboards.ca.gov/lahontan/.</p>	POTENTIAL IMPACTS TO WATERS OF THE STATE AND WATERS OF THE U.S.	<p>Alternative 2 was selected as the preferred alternative, but may impact waters of the State by crossing multiple dry washes. Watersheds are complex natural systems in which physical, chemical, and biological components can interact to create a source of high quality water on which our economy and well-being depend. Poorly planned development can upset these natural interactions and degrade water quality through a web of interrelated effects. The primary impacts of poorly planned development projects on water quality can include:</p>
F-6	<ul style="list-style-type: none"> • Direct impacts – the direct physical impacts of filling and excavation on wetlands, riparian areas, and other waters; • Pollutants – the generation of urban pollutants during and after construction; • Hydrologic modification – the alteration of flow regimes and groundwater recharge by impervious surfaces and stormwater collector systems; and • Watershed-level effects – the disruption of watershed-level aquatic functions, including pollutant removal, floodwater retention, and habitat connectivity. 	<p>These impacts have the potential to degrade water quality and impair a number of beneficial uses by reducing the available riparian habitat and eliminating the natural buffer system to filter runoff and enhance water quality. These impacts typically result in hydrologic changes by decreasing water storage capacity and increasing water flow velocity, which in turn leads to increases in the severity of peak discharges. These hydrologic changes can exacerbate flooding, erosion, scouring, sedimentation, and may ultimately lead to near-total loss of natural functions and values, resulting in the increased need for engineered solutions to re-establish the disrupted flow patterns.</p>	

James Shankel

- 5 -

February 19, 2013

- F-6 Many examples of such degradation exist in California and elsewhere. The Water Boards are mandated to prevent such degradation.

Beneficial Uses

Proposed Project components have the potential to involve alteration, dredging, filling, and/or excavating activities in waters of the State. The surface waters located within the vicinity of the Project site include minor surface waters of the Lower Mojave Hydrologic Area and the Harper Valley Hydrologic Subarea. Beneficial uses, either past, present, or future, associated with these waterbodies include municipal and domestic supply (MUN), agricultural supply (AGR), groundwater recharge (GWR), water contact recreation (REC-1), non-contact water recreation (REC-2), warm freshwater habitat (WARM), cold freshwater habitat (COLD), and wildlife habitat (WILD). Realignment, channelization, lining, and/or infilling of surface waters may adversely affect these beneficial uses.

- F-7 Chapter 3 of the Basin Plan describes State Board Resolution No. 68-16, which requires that "existing high quality waters shall be maintained until or unless it has been demonstrated to the State that any change in water quality will be consistent with the maximum benefit of the people of the State, and will not unreasonably affect present and probably future beneficial uses of such water." If the proposed groundwater quality analysis determined that water quality will be degraded as a result of this Project, a groundwater degradation analysis will be required pursuant to State Board Resolution No. 68-16.

Section 3.10 of the Draft EIR/EIS indicates the Project is in the Harper Valley Groundwater Basin, with groundwater levels between 170 and 310 feet below ground surface. While a portion of the Project is in the Harper Valley Groundwater Basin, a portion of the Project is also in the Lower Mojave Groundwater Basin, where the groundwater levels may be more shallow. This section also indicates that the groundwater quality in the Harper Valley Groundwater Basin is too poor to support irrigation and domestic uses. However, there is no data provided to support this conclusion. In addition, the Basin Plan designates MUN as a protected beneficial use.

Characterization of Impacts

Avoidance is the best strategy for managing potential water quality impacts. For unavoidable impacts, understanding how pollution pathways will operate is essential to managing them. Please consider the following:

- F-8
- Specify the causes, natures, and magnitudes of all proposed impacts. Provide a level of analysis commensurate with the size and complexity of the Project and its potential water quality impacts;
 - Quantify impacts as definitively as feasible, using appropriate modeling and adequate data. Modeling approaches should be documented, and data

Caltrans believes that State Board Resolution No. 68-16 does not apply to this project in this context, because Resolution No. 68-16 is a statement of policy with respect to maintaining high quality of waters in California, whereas according to California Department of Water Resources Groundwater Bulletin 118 last updated February 27, 2004, "[g]roundwater quality in the Harper Valley Groundwater Basin is generally marginal to inferior for irrigation and domestic uses because of high concentrations of boron, fluoride, and sodium."

Further, waste discharge is not expected. Nevertheless, the Environmental Commitments Record for this project included in the Draft EIR/EIS and Final EIR/EIS includes measures specifically addressing water quality and specifically addressing Waters of the State. These measures are also identified at the end of the respective discussions provided on each of these subjects (Section 3.10.4 Avoidance, Minimization, and/or Mitigation Measures, and Section 3.18.4, Avoidance, Minimization, and/or Mitigation Measures).

Discussion of the groundwater depths within Lower Mojave Groundwater Basin relative to the project area has been added to Section 3.9.2.2, Hydrology, and Section 3.10.2.3, Water Quality, of this Final EIR/EIS. The following language has also been added to Section 3.1.2.2 to clarify the beneficial uses identified by the Basin Plan for the Harper Valley Groundwater Basin, and to identify the beneficial uses of the Lower Mojave Groundwater Basin. Both revised text blocks are also included below:

James Shankel	- 6 -	February 19, 2013	<p>“The basin’s groundwater type varies by location with a primarily sodium sulfate-bicarbonate in the north, sodium chloride in the west, and calcium-sodium sulfate in the south. Boron, fluoride, and sodium concentrations are very high in this basin. According to the South Lahontan Hydrologic Region Harper Valley Groundwater Basin Plan, found in the California Department of Water Resources Groundwater Bulletin 118 last updated February 27, 2004, ‘[g]roundwater quality in the Harper Valley Groundwater Basin is generally marginal to inferior for irrigation and domestic uses because of high concentrations of boron, fluoride, and sodium.’ (DWR 2004)</p> <p>The Basin Plan identifies the following beneficial groundwater uses: agriculture supply, municipal and domestic supply, industrial service supply, and freshwater replenishment. The following beneficial groundwater uses are identified for the Lower Mojave River Valley Groundwater Basin: agriculture supply, municipal and domestic supply, industrial service supply, freshwater replenishment, and aquaculture. No other impairments were detected in the four wells sampled. (DWR 2006)”</p> <p>Information regarding the project being located within Harper Valley and Lower Mojave River Valley Groundwater Basins, and Middle Mojave Hydrologic Area and Harper Valley Hydrologic Subarea of the Lahontan Region has been included in Section 3.10.2.3 of this Final EIR/EIS. Also, additional information regarding groundwater depth in the project area has been added to Section 3.10.2.3, Water Quality, of the Final EIR/EIS:</p> <p>“Supplemental groundwater information obtained through the Department of Water Resources, Division of Planning and Local Assistance (DPLA) reveals that the shallowest groundwater measurement in their database was 36.3 feet bgs in March 1958 and 274.2 feet bgs in April 1999 near the eastern end of the</p>
F-8	<p>deficiencies or other factors affecting the reliability of the results should be identified and characterized; and</p> <ul style="list-style-type: none"> Identify whether impacts will be temporary or permanent 		
	Hydrology		
	<p>Because increased runoff from developed areas is a key variable driving a number of other adverse effects, attention to maintaining the pre-development hydrograph will prevent or minimize many problems and will limit the need for other analyses and mitigation. We request that the following be considered in the hydrological analysis for the Project.</p>		
F-9	<ul style="list-style-type: none"> Evaluate alternatives and include avoidance and/or mitigation measures to maintain the pre-project hydrograph; Evaluate the Project’s potential hydromodification impacts on upstream and downstream reaches; and Provide a meaningful analysis of potential cumulative impacts to watershed hydrology from existing and other planned development in the watershed or planning area. 		
F10	<p>Additionally, the Draft EIR/EIS should include figures of preliminary design drawings showing the components of the proposed Project related to stormwater flow mitigation. These figures should include, but need not be limited to, a cross-section of detention basins constructed to reduce peak discharge to prevent road flooding or of channels and ditches designed to collect and convey flow to one main flow or detention basin for the proposed alternatives.</p>		
	Low Impact Development Strategies		
	<p>The foremost method of reducing impacts to surface waters and groundwater from urban development is “Low Impact Development” (LID), the goals of which are maintaining a landscape functionally equivalent to predevelopment hydrologic conditions and minimal generation of nonpoint source pollutants. LID results in less surface runoff and potentially less impacts to receiving waters, the principles of which include:</p>		
F-11	<ul style="list-style-type: none"> Maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge; Reducing the impervious cover created by development and the associated transportation network; and 		

	<p>project. Based on readings from two observation wells adjacent to the project limits, groundwater levels have exhibited a decrease in depth of approximately 133.9 to 273.9 feet since the mid-1990s. (Caltrans 2002)”</p> <p>Response to Comment F-8 Impacts were calculated as definitively as possible, where applicable.</p> <p>Response to Comment F-9 In conjunction with preparation of the Draft EIR/EIS all of the build alternatives were analyzed and preliminary engineering efforts to date have incorporated the results of the hydraulic study. As discussed in Section 3.9.3:</p> <p>“A modified hydrologic analysis was performed by Caltrans District 8 staff to determine impacts of the project on hydrology and flooding in the project area. The analysis approximated the actual discharges that could be expected from a 100-year storm. A 100-year storm event has a 1% probability of occurring within a given year. As part of the analysis, the area tributary to the project was divided into 22 drainage basins. These drainage basins were modeled to determine their adequacy in conveying 100-year storm flows. Based on the Hydrology and Flood Analysis, all anticipated flows can be conveyed under the proposed highway alignment by utilizing detention basins when necessary.”</p> <p>Due to the hydrograph characteristics and design, no impacts to drainages are anticipated. Because no impacts are expected to the existing hydrology or floodplain, no cumulative impacts are expected to occur.</p>
--	--

James Shankel

- 7 -

February 19, 2013

- Managing runoff as close to the source as possible.

F-11

We understand that LID development practices that would maintain aquatic values could also reduce local infrastructure requirements and maintenance costs, and could benefit air quality, open space, and habitat. Vegetated areas for stormwater management and infiltration onsite are valuable in LID and may enhance the aesthetics of the property. We request that the Project proponent establish distinct LID implementation measures and incorporate these principles into the proposed Project design.

CLOSING

F-12

Please note that obtaining a permit and conducting monitoring does not constitute adequate mitigation. Development and implementation of acceptable mitigation is required. The environmental document must specifically describe the BMPs and other mitigation measures used to mitigate Project impacts.

F-13

Thank you for the opportunity to comment on your Project. We look forward to reviewing the Final EIR/EIS when it becomes available for review. If you have any questions regarding this letter, please contact me at (760) 241-7305 (bbergen@waterboards.ca.gov) or Patrice Copeland, Senior Engineering Geologist, at (760) 241-7404 (pcopeland@waterboards.ca.gov).

Sincerely,


 pr: Brianna Bergen
 Engineering Geologist

cc: State Clearinghouse (SCH No. 2007051067)

U:\PATRICE'S UNIT\Brianna\drafts\CEQA\SR-58 Hinkley Expressway Project.docx

Under Alternative 2, new facilities for on-site drainage would be included as part of the realignment and roadway improvements. Based on preliminary engineering efforts to date, culverts would be placed at 33 locations under the new roadway. Also based on preliminary engineering efforts to date, a total of 8 basins would be placed along the Preferred Alternative (Alternative 2) alignment. To depict this, three new figures have been created - Figure 3.9.4, and 3.9.5 (A) and (B) in Section 3.9.3 of this Final EIR/EIS.

Response to Comment F-10

The Final EIR/EIS now includes detention basin layouts and cross-sections of detention basins along the new alignment of SR-58. These figures are included as Figures 3.9.4 to 3.9.5 and included in Section 3.9, Hydrology of the Final EIR/EIS.

Response to Comment F-11



Distinct Low Impact Development (LID) implementation measures are established in Caltrans' design guidance to reduce impacts to surface waters and groundwater, and will be incorporated in this project (Stormwater Quality Handbook – Project Planning and Design Guide (PPDG), July 2012. <http://www.dot.ca.gov/hq/oppd/stormwtr/>). During final design, onsite infiltration of water quality volumes is a primary goal where feasible; structural-type treatment BMPs are considered only when the goal of 90% infiltration cannot be met.

Response to Comment F-12

As indicated previously, Caltrans is committed to avoiding and minimizing potential impacts due to this project. The measures identified in 3.9, 3.10, and 3.18 of the Draft and Final EIR/EIS are expected to avoid or minimize the SR-58/Hinkley Expressway project's potential impacts related to

	<p>water quality, stormwater runoff, and jurisdictional waters and go well beyond obtaining a permit and conducting monitoring.</p> <p>Response to Comment F-13 Caltrans is committed to working with LRWQCB to address water quality issues on projects that are implemented by Caltrans.</p>
--	---

Letter G –County of San Bernardino Department of Public Works

DEPARTMENT OF PUBLIC WORKS FLOOD CONTROL • LAND DEVELOPMENT & CONSTRUCTION • OPERATIONS SOLID WASTE MANAGEMENT • SURVEYOR • TRANSPORTATION		COUNTY OF SAN BERNARDINO
825 East Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104 Fax (909) 387-8130	GERRY NEWCOMBE Director of Public Works	Letter G
March 7, 2013	File: 10(ENV)-4.01	
Mr. James Shankel Senior Environmental Planner Branch Chief, Environmental Studies "C" District 8, Division of Environmental Planning California Department of Transportation 464 West 4 th Street, 6 th Floor (MS 827) San Bernardino, CA. 92401-1400		
RE: CEQA – DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE HINKLEY EXPRESSWAY		
Mr. Shankel:		
Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. We received this request on January 14, 2013, and pursuant to our review, the following comment is provided:		
Traffic Division (Eloy Ruvalcaba, PWE III, (909) 387-1869):		
G-1	1. Once SR-58 is constructed, how will the circulation be affected for the minor roads where they will no longer have direct access to SR-58?	
G-2	2. Will any parcels be landlocked?	
If you have any questions, please contact Eloy Ruvalcaba, as listed above.		
Sincerely,		
		
ANNESLEY IGNATIUS, P.E. Deputy Director – Land Development & Construction		
ARI:PE:nh/CEQA Comments_Caltrans_DEIR_Hinkley Expressway		
GREGORY C. DEVEREAUX Chief Executive Officer	Board of Supervisors ROBERT A. LOVINGOOD First District JANICE RUTHERFORD Second District JAMES RAMOS Third District GARY C. OVITT Fourth District JOSIE GONZALES Fifth District	

Response to Comment G-1

A list of local roadways that currently intersect with SR-58 in the project area, and projected changes in SR-58 access travel distances that would be experienced as a result of Alternative 2, is provided in Table 3.4-8, Changes to Access and Circulation, in Section 3.4.3.2, of the Draft and Final EIR/EIS.

Response to Comment G-2

Every effort will be made to reduce the number of landlocked parcels. However, the property owner has the right to retain ownership of property not needed for the project if they choose to do so. As discussed in Section 2.2.2.1, improvements to local access roads have been added to minimize the number of landlocked parcels.

Comment Card 1

STATE ROUTE 58 HINKLEY EXPRESSWAY PROJECT
January 23, 2013 • Hinkley Elementary School

COMMENT CARD

Name: Randall Krause Phone: (818) 926-3148 Date: 1-23-13

Address: 4949 Genesta Ave #415, Encino, CA 91316

Affiliation: _____ Email: randallkrause@gmail.com

Comments: I own a property near the corner of Summerset Road and
Current Hwy 58. For ease of ingress/egress from our
property, please consider adding an on-ramp to the
new highway there.

Comments on the Project may be submitted during the open forum public hearing, emailed to SR58Hinkley@dot.ca.gov, or submitted by mailing this postcard.
Comments are due by February 19, 2013. ☒ I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this open forum public hearing or project? mail
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
☒ Yes ☒ No ☐ Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
☒ Yes ☒ No ☐ Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Response to Comment Card 1–Randall Krause

Thank you for your comment and attendance at the Public Hearing on January 23, 2013. As discussed in Section 2.2.3.3 of this Final EIR/EIS all alternatives and alignments suggested by the community from the scoping meeting on June 26, 2007, were evaluated for engineering, cost, right of way, and environmental factors. Modifications to Alternative 2 (Southerly Alignment), Alternative 3 (Existing Alignment), and Alternative 4 (Northerly Alignment) were proposed and named 2MOD, 3MOD, and 4MOD. These alternatives included providing an interchange at Summerset Road.

This was not studied further because traffic data for Summerset Road did not support the need for an interchange at that location. Also, additional interchanges would have increased the project's cost, potential right of way requirements, and environmental impacts.

Under Alternatives 2, the Preferred Alternative SR-58 is projected to operate at LOS B in 2016 through 2020 and is projected to operate at LOS C in future year 2040, as shown in Table 3.6-1 in Section 3.6.2.1 of this Final EIR/EIS. As shown in Figure 2.1 in Chapter 2, access to the SR-58 Expressway would be provided by grade-separated interchanges (I/Cs) at Hinkley Road and Lenwood Road. Any other roads that currently bisect the expressway are planned to be converted to cul-de-sacs. Under all of the build alternatives, pedestrian facilities would be designed to comply with ADA requirements. Curb ramps would be provided at Hinkley Road and the Lenwood Road I/Cs. The project proposes access to non-motorized transportation

Comment Card 2

STATE ROUTE 58 HINKLEY EXPRESSWAY PROJECT

January 23, 2013 • Hinkley Elementary School

COMMENT CARDName: Mark A. Orr Phone: 760 253-5304 Date: 1-23-13Address: 36714 Hidden River Rd. Hinkley CA. 92347Affiliation: Send mail POB 87 Email: _____

Comments: I am more in favor of Route/Alternative 2
Though other routes were more direct their widening and huge
on-off ramps eliminate homes and properties unnecessarily.
Alternative 2 does pose some noise issues, but I believe
the people could petition later for sound barriers. Mark Orr

Comments on the Project may be submitted during the open forum public hearing, emailed to SR58Hinkley@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by February 19, 2013.

☐ I request to be on the Project Mailing List.**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? mail
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
☐ Yes ☐ No ☐ Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
☐ Yes ☐ No ☐ Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

modes (e.g., pedestrian/bikes/equestrian) by providing 6-foot-wide sidewalks as well as standard 8-foot shoulders across the two overcrossing bridges at Lenwood and Hinkley Roads.

Summerset Road is located approximately half way between the Hinkley and Lenwood Road I/Cs and it is anticipated that Summerset Road traffic desiring to travel westbound would use the Hinkley Road I/C, while traffic desiring to travel eastbound would use the Lenwood Road I/C. The Lenwood Road I/C is expected to draw traffic from Dixie Road and eastbound Summerset Road.

Response to Comment Card 2—Mark A. Orr

Thank you for your comment and attendance at the Public Hearing on January 23, 2013. Your expressed support for Alternative 2, the Preferred Alternative, is acknowledged and appreciated.

Regarding your reference to noise issues with respect to Alternative 2, if there are concerns about the results of the Noise Analysis performed for this project, it is important for you to please contact Caltrans at your earliest convenience. The contact information located at the bottom of the first page after the cover to this environmental document may be used.

As discussed in Section 3.15 of this environmental document, the criteria for determining when an abatement measure (a noise barrier) is based on two types of analysis, feasibility and reasonableness. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. If the results of the

	<p>feasibility study conclude that constructing a noise barrier is feasible with respect to achieving a minimum of 5 dBA decrease, then the reasonable analysis is performed. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance, the cost per benefited residence, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, and newly constructed development versus development pre-dating 1978.</p> <p>As indicated in Table 3.15-4, modeled location in M-10 for Alternative 2 is expected to have a 14 dBA increase, from 47 dBA at baseline to 61 dBA at the design horizon year for the project. This was recognized as a substantial increase and as a result noise abatement was studied. The results of this study concluded that noise abatement was not reasonable, which is also indicated in Table 3.15-4. This is because the cost of constructing a sound barrier that would satisfy the required minimum dBA reduction (5 dBA) is approximately four times the required cost allowance.</p> <p>Based on the results of the Noise Abatement Decision Report, no noise barriers are planned to be included as part of Alternative 2.</p> <p>If the design of Alternative 2 is changed during the Final Design Phase of the project which will start after the Environmental Document and Project Report for this project are approved, such that additional noise analysis is needed, it will be performed before the design change is accepted.</p> <p>Again, if there are concerns about the results of the Noise Analysis performed for this project, we invite you to contact Caltrans at your earliest convenience.</p>
--	--

Comment Card 3

STATE ROUTE 58 HINKLEY EXPRESSWAY PROJECT

January 23, 2013 • Hinkley Elementary School

COMMENT CARD

Name: Shirley Mendenhall Phone: 760 253-2662 Date: 1-23-13
 Address: 21490 W. Hwy 58 - Hinkley, Ca 92347
 Affiliation: - Email: -
 Comments: Route 2 is very good choice for land use money saved vs. other routes, + less disruption of community as a whole.

Comments on the Project may be submitted during the open forum public hearing, emailed to SR58Hinkley@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by February 19, 2013.

☒ I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this open forum public hearing or project? by mail
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
☐ Yes ☐ No ☐ Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
☐ Yes ☐ No ☐ Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Response to Comment Card 3–Shirley Mendenhall

Thank you for your comment and attendance at the Public Hearing on January 23, 2013. Your expressed support for Alternative 2, the Preferred Alternative, is acknowledged and appreciated.

Comment Card 4

STATE ROUTE 58 HINKLEY EXPRESSWAY PROJECT

January 23, 2013 • Hinkley Elementary School

COMMENT CARD

Name: David Gibbs Phone: (951) 500-6496 Date: 1-23-13
 Address: 20054 STATE Hwy 58 Hinkley Ca. 92347
 Affiliation: Resident Email: CommunityAction@yellow.ca.gov
 Comments: I strongly support Alternative 2 (Two) Less impact on community.
Thank you.

Comments on the Project may be submitted during the open forum public hearing, emailed to SR58Hinkley@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by February 19, 2013.

☒ I request to be on the Project Mailing List.

Meeting Accommodations:

- How did you hear about this open forum public hearing or project? CERTIFIED MAIL
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
☐ Yes ☐ No ☒ Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
☐ Yes ☐ No ☒ Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Response to Comment Card 4–David Gibbs

Thank you for your comment and attendance at the Public Hearing on January 23, 2013. Your expressed support for Alternative 2, the Preferred Alternative, is acknowledged and appreciated.

Comment Card 5

STATE ROUTE 58 HINKLEY EXPRESSWAY PROJECT

January 23, 2013 • Hinkley Elementary School

COMMENT CARDName: Victoria Gibbs Phone: (760) 590-7257 Date: 1/23/13Address: 20034 State Hwy 58 Hinkley Ca.Affiliation: Resident Email: _____Comments: ALTERNATIVE 2 IS BEST FOR EVERYONE

Comments on the Project may be submitted during the open forum public hearing, emailed to SR58Hinkley@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by February 19, 2013.☒ I request to be on the Project Mailing List.**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project?
☐ Yes ☐ No ☒ Not Applicable
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
☐ Yes ☐ No ☒ Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
☐ Yes ☐ No ☒ Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Comment Card 6

STATE ROUTE 58 HINKLEY EXPRESSWAY PROJECT

January 23, 2013 • Hinkley Elementary School

COMMENT CARDName: JoEllen Aguilar Phone: (760) 572-1816 Date: 1-23-13Address: 36483 Hinkley Rd (P.O. Box 232) Hinkley 92347Affiliation: Self Email: _____Comments: My property is already there

I have lived in my house for 30 years
& do not wish to move. Maybe you can
go other alternatives. My husband & daughter
are buried in Austin, and my plot is here.

Comments on the Project may be submitted during the open forum public hearing, emailed to SR58Hinkley@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by February 19, 2013.☐ I request to be on the Project Mailing List.**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project?
☐ Yes ☒ No ☐ Not Applicable
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
☐ Yes ☒ No ☐ Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
☐ Yes ☒ No ☐ Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Response to Comment Card 5—Victoria Gibbs

Thank you for your comment and attendance at the Public Hearing on January 23, 2013. Your expressed support for Alternative 2, the Preferred Alternative, is acknowledged and appreciated.

Response to Comment Card 6—JoEllen Aguilar

Thank you for your comment and attendance at the Public Hearing on January 23, 2013. Although preliminary design efforts have continued, the project footprint remains as presented at the Public Hearing on January 23, 2013. Additional review has confirmed that in conjunction with constructing the project based on the identified Preferred Alternative (Alternative 2), it is expected to still result in the need to acquire your property. In this regard, Caltrans will ensure that all requirements are fully addressed.

STATE ROUTE 58 HINKLEY EXPRESSWAY PROJECT January 23, 2013 • Hinkley Elementary School	Comment Card 7
COMMENT CARD Name: <u>Penny Harper</u> Phone: <u>(760) 514 3440</u> Date: <u>1-23-13</u> Address: <u>21966 Plymouth Rd, Hinkley CA 92347</u> Affiliation: <u>Local resident</u> Email: <u>penny.harper@msn.com</u> Comments: <u>I read your info sheet and your proposed widening of Hwy 58 all sounds good: minimal property purchases + home displacement, less expensive alternative. So glad I'll be able to ride my horse across the bridges. I'm not concerned about impacts to environment. We are all saddened by deaths in car accidents on Hwy 58.</u> <small>Comments on the Project may be submitted during the open forum public hearing, emailed to SR58Hinkley@dot.ca.gov, or submitted by mailing this postcard.</small> Comments are due by February 19, 2013. <input type="checkbox"/> I request to be on the Project Mailing List. Meeting Accommodations: • How did you hear about this open forum public hearing or project? <u>at CAC meeting at Hinkley School Dec. 2012</u> • If you are limited in your ability to communicate in English, were your communication needs adequately met? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable • If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Not Applicable • If you checked No to either of the two questions above, please explain below how your needs could be better met in the future: <u>in the 2 lane section, so start construction ASAP. Thanks</u> <small>To accommodate persons with disabilities, this card will be made available in alternate formats upon request.</small>	<h3 style="margin: 0;">Response to Comment Card 7–Penny Harper</h3> <p>Thank you for your comment and attendance at the Public Hearing on January 23, 2013. Your expressed support for Alternative 2, the Preferred Alternative, is acknowledged and appreciated.</p>

Comment Card 9	
<p>9-1</p> <p>TO WHOM IT MAY CONCERN.</p> <p>I FERNANDO HARO OFFER MY LAND FROM 1 (ONE) ACRE TO 50 (FIFTY) ACRES CLOSE TO THE 58 HWY. IF YOU NEED A SPACE I AM WILLING ON RENTING. IF YOU NEED MORE INFORMATION YOU MAY CONTACT</p> <p>ROSA AVALOS 760-590-5942 rubajavalos17@gmail.com (SPEAKS BOTH ENGLISH & SPANISH)</p> <p>OR</p> <p>FERNANDO HARO 909-823-2858 (I ONLY SPEAK SPANISH)</p> <p>FOR ADDRESS OF 37033 VALLEY VIEW RD. HINKLEY CA 92347.</p>	<h3>Response to Comment Card 8–Fernando Haro</h3> <p>Thank you for your comment and attendance at the Public Hearing on January 23, 2013. Your comment has been forwarded to the Caltrans Design Unit assigned to this project, however, please note that in conjunction with the construction phase of this project, the contractor who is awarded the project will have the responsibility of determining how much area they need for staging and storage of materials, and the contractor is also responsible for providing to Caltrans all necessary documentation to confirm that all state and federal compliance requirements that are applicable to the areas the Contractor needs to utilize for staging and storage of materials, have been satisfied.</p>

Transcript from January 23, 2013 Public Hearing

1 PUBLIC HEARING
2 CALTRANS, STATE ROUTE 58, HINKLEY EXPRESSWAY PROJECT
3 SAN BERNARDINO COUNTY, CALIFORNIA
4
5
6
7 POSTMILE 22.2 TO 31.1
8 HINKLEY ELEMENTARY SCHOOL
9 37600 HINKLEY ROAD
10 HINKLEY, CALIFORNIA 92347
11 WEDNESDAY, JANUARY 23, 2013
12 6:00 P.M. - 9:00 P.M.
13
14
15
16
17
18
19
20
21 REPORTED BY:
22 AMY P. SMITH
23 CSR #12154
24 Job No.: 1597208
25
Page 1
Veritext National Deposition & Litigation Services
866 299-5127

Response to Commenter: Aniko Kegyulics

Thank you for your attendance at the Public Hearing on January 23, 2013, and for taking the time to make a formal statement which has become a part of the public record for this project.

Right of way needs and property acquisition are addressed in Section 3.4.3 and 3.4.4 of the Draft and Final EIR/EIS. The inclusion of measures CI-4, CI-6, CI-7 have been identified in the Draft and Final EIR/EIS to ensure that right of way required for the project is minimized and so that all property owners and residents are treated fairly and equitably in terms of any property acquisition that is required.

As for noise abatement measures (i.e., sound walls), Section 3.15.1.1 discusses the criteria for the feasibility and reasonableness of implementing such measures. Section 3.15.3 discusses the noise impacts from the proposed alternatives, including the Preferred Alternative (Alternative 2), and the feasibility and reasonableness of noise abatement measures. Accordingly, no barriers for Alternative 2 are considered reasonable because the projected abatement cost would exceed the reasonableness allowance for each barrier considered.

The criteria for determining when an abatement measure (a noise barrier) is based on two types of analysis, feasibility and reasonableness. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography,

<p>1 WEDNESDAY, JANUARY 23, 2013; HINKLEY, CALIFORNIA</p> <p>2 6:00 P.M. - 9:00 P.M.</p> <p>3 --oOo--</p> <p>4 MS. ANIKO KEGYULICS: Okay. Aniko Kegyulics,</p> <p>5 P.O. Box 208 Hinkley, California 92347.</p> <p>6 And it's about the property on Frontier Road</p> <p>7 and Indian Wells, my two and a half acres.</p> <p>8 Right now it's just land, but if they put the</p> <p>9 Alternative 2 that goes by Frontier, it's going to put</p> <p>10 the freeway right at my front door, if I plan on</p> <p>11 building on that property.</p> <p>12 And I want to know if they're going to do</p> <p>13 anything for those people who are going to be, now,</p> <p>14 right next to a freeway.</p> <p>15 I want to know if they're going to put a</p> <p>16 sound barrier wall, because, in Barstow, they have sound</p> <p>17 barrier walls on all the freeways right there. So I</p> <p>18 want to know if they're going to put in a sound barrier</p> <p>19 wall. And why, if not -- if they're not going to put up</p> <p>20 a sound barrier wall, why not.</p> <p>21 And I just want to know what are they going</p> <p>22 to do about the impact to those properties that are now</p> <p>23 going to be right in the front.</p> <p>24 That's about it.</p> <p>25 --oOo--</p> <p style="text-align: right;">Page 2</p>	<p>access requirements, other noise sources, and safety considerations. If the results of the feasibility study conclude that constructing a noise barrier is feasible with respect to achieving a minimum of 5 dBA decrease, then the reasonable analysis is performed. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance, the cost per benefited residence, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, and newly constructed development versus development pre-dating 1978.</p> <p>As discussed in Section 3.15.3 of the Final EIR/EIS, Alternative 2 would have feasible noise barriers; however, upon review, none of the noise barriers evaluated would meet the reasonableness determination under Caltrans criteria. Additional analysis was performed in March 2013, which was prepared as an addendum to the Noise Study Report. This additional analysis confirmed that the predicted noise levels for two modeled sensitive receivers, M-35 and M-36, in the area of the Lenwood Road and SR-58 interchange (please refer to Figures 3.15.4 and 3.15.5 for their locations) did not approach or exceed the noise abatement criteria of 67 dBA. As a result no noise barriers are planned to be included as part of Alternative 2.</p> <p>If the design of Alternative 2 is changed during the Final Design Phase of the project which will start after the Environmental Document and Project Report for this project are approved, such that additional noise analysis is needed, it will be performed before the design change is accepted.</p>
--	---

Venitext National Deposition & Litigation Services
866 299-5127

<div><div>1MR. RANDALL KRAUSE: So my name is Randall Krause.</div><div>2And I'd like to make a comment that maybe</div><div>3they could please consider having an additional exit</div><div>4in-between the two exits that are now being planned.</div><div>5Maybe a smaller exit, not such a huge interchange, but</div><div>6maybe a way to get off and get on.</div><div>7That's all.</div><div>8--oOo--</div><div>9MR. ROBERT RICHARDS: It's Robert Richards.</div><div>10Excellent route. The best they could. I</div><div>11couldn't think of any better way to go. I love it.</div><div>12--oOo--</div><div>13MS. PATRICIA ADAIR: It's Patricia Adair,</div><div>14A-d-a-i-r. We live at 37194 Locust in Hinkley.</div><div>15And I go with Alternate State Route 2, the</div><div>16one that they've got showing. Yes, it's "2." I'm all</div><div>17for it.</div><div>18--oOo--</div><div>19</div><div>20</div><div>21</div><div>22</div><div>23</div><div>24</div><div>25</div><div>Page 3</div><div>Veritext National Deposition & Litigation Services 866 299-5127</div></div> <td><div><div>Response to Commenter: Randall Krause</div><div>Thank you for your attendance at the Public Hearing on January 23, 2013, and for taking the time to make a formal statement which has become a part of the public record for this project.</div><div>As discussed in Section 2.2.3.3 of this Final EIR/EIS all alternatives and alignments suggested by the community from the scoping meeting on June 26, 2007, were evaluated for engineering, cost, right of way, and environmental factors. Modifications to Alternative 2 (Southerly Alignment), Alternative 3 (Existing Alignment), and Alternative 4 (Northerly Alignment) were proposed and named 2MOD, 3MOD, and 4MOD. These alternatives included providing additional interchanges. They were not studied further because traffic data did not support the need for interchanges at other locations. Also, additional interchanges would have increased the project's cost, potential right of way requirements, and environmental impacts.</div></div></td>	<div><div>Response to Commenter: Randall Krause</div><div>Thank you for your attendance at the Public Hearing on January 23, 2013, and for taking the time to make a formal statement which has become a part of the public record for this project.</div><div>As discussed in Section 2.2.3.3 of this Final EIR/EIS all alternatives and alignments suggested by the community from the scoping meeting on June 26, 2007, were evaluated for engineering, cost, right of way, and environmental factors. Modifications to Alternative 2 (Southerly Alignment), Alternative 3 (Existing Alignment), and Alternative 4 (Northerly Alignment) were proposed and named 2MOD, 3MOD, and 4MOD. These alternatives included providing additional interchanges. They were not studied further because traffic data did not support the need for interchanges at other locations. Also, additional interchanges would have increased the project's cost, potential right of way requirements, and environmental impacts.</div></div>
---	---

1 CERTIFICATE
2 OF
3 REPORTER
4

5 The undersigned Certified Shorthand Reporter
6 of the State of California does hereby certify:

7 That said statements were transcribed into
8 typewriting under my direction and supervision, and I
9 hereby certify that said material is a full, true, and
10 correct transcript of the statements given.

11 I further certify that I am neither counsel
12 for nor related to any party to said action, nor in any
13 way interested in the outcome thereof.

14 Executed this 24th day of January, 2013, at
15 Victorville, California.

16
17
18
19
20 Amy P. Smith
Certificate No. 12154

21
22
23
24
25
Page 4

Veritext National Deposition & Litigation Services
866 299-5127

Response to Commenter: Robert Richards

Thank you for your attendance at the Public Hearing on January 23, 2013, and for taking the time to make a formal statement which has become a part of the public record for this project. Your expressed support for Alternative 2, the Preferred Alternative, is acknowledged and appreciated.

Response to Commenter: Patricia Adair

Thank you for your attendance at the Public Hearing on January 23, 2013, and for taking the time to make a formal statement which has become a part of the public record for this project. Your expressed support for Alternative 2, the Preferred Alternative, is acknowledged and appreciated.

[this page left blank intentionally]

Chapter 6. **List of Preparers**

[this page left blank intentionally]

Chapter 6 List of Preparers

6.1 California Department of Transportation (Caltrans) Staff

This FEIR/EIS was prepared by Caltrans, District 8. The following Caltrans staff prepared this report:

Kurt Heidelberg, BS - Mathematics, Virginia Commonwealth University, M.S. - Computer Science, Virginia Commonwealth University, M.A. - Anthropology (Archaeology), University of California, Riverside, 20 years Environmental Planning experience, Branch Chief, Environmental Studies “D,” FEIR/EIS Senior Environmental Planner

Kerrie Hudson, BA Business Administration, California Baptist University; 17 years’ experience in Transportation/Environmental Planning. Branch Chief, Environmental Studies “A,” FEIR/EIS Senior Environmental Planner

Boniface Udotor, MUP & BA Environmental Studies, San Jose State University, San Jose, California; 23 years of experience in Environmental Analysis. Senior Environmental Planner

Tisa Rodriguez, MA Public Administration, San Diego State University; BA Political Science, California Lutheran University; 5.5 years’ experience in Environmental Analysis. Associate Environmental Planner, Visual Impact Assessment, FEIR/EIS Writer, and Review Lead

Irene Dominguez, BA Sociology/Law and Society, University of California Riverside; 8 years’ experience in Environmental Analysis. Associate Environmental Planner, FEIR/EIS Writer

Antonia Toledo, MS City and Regional Planning, Cal Poly San Luis Obispo; BA Urban Studies and Planning, University of CA San Diego; 9 years’ experience in Environmental Analysis, 3 years’ experience in Land Development. Associate Environmental Planner, FEIR/EIS Writer

Diboro Kanabolo, P.E., Senior Transportation Engineer; MS & BS Civil Engineering, Texas Tech University in Lubbock, Texas; 26 years’ experience in Transportation/General Civil Engineering. Senior Design Engineer, Engineering Review

Dat H. Wong, P.E., Transportation Engineer, BS Civil Engineering, California State Polytechnic Pomona; 13 years’ experience in Project Development/Design, 1 year experience in Caltrans Construction. Project Engineer, Design and Project Report Lead

Joe Damian, Caltrans Transportation Engineer, Caltrans Design O

Tim Lam, Senior Transportation Engineer, Caltrans Geotechnical Services

Roy King, R.C.E., MS Water Resources Engineering, California State University, Fullerton, BS Civil Engineering, University of Wyoming; 13 years’ experience in Caltrans Hydraulics Division, 10 years’ experience in Caltrans Construction Division; 25 years’ experience in various private and overseas engineering firms and government agencies. Hydrology/Floodplains Lead

Tony Louka, Senior Transportation Engineer, Caltrans Environmental Engineering

Hoang B Pham, Transportation Engineer, Caltrans Environmental Engineering

Rodrigo Panganiban, Transportation Engineer, Caltrans Environmental Engineering

Rosanna Roa, 19 years’ experience in Caltrans Environmental Engineering, Hazardous Waste. Hazardous Waste Coordinator, Hazmat Review Lead

Olufemi Odufalu, Senior Transportation Engineer, Caltrans Environmental Engineering Oversight

Gabrielle Duff, MA Archaeology, University of California, Riverside; BA Anthropology, University of California, Santa Barbara; 15 years' experience in Cultural Resources Management. Senior Environmental Planner, Cultural/Paleontology Review Lead

Craig Wentworth, Senior Environmental Planner, Environmental Bio. Studies/Permits – Replaced by Scott Quinnell, Senior Environmental Planner, Environmental Bio. Studies/Permits

Anwar Ali, Associate Environmental Planner, Caltrans Environmental Bio. Studies/Permits – Replaced by Kyle Myrick, Environmental Planner, Caltrans Environmental Bio. Studies/Permits

Ray Desselle, District Landscape Architect, Caltrans Engineering Services, Landscape Architecture

John Stanton, Landscape Associate, Caltrans Landscape Architecture Unit A

Byron Strout, Senior Landscape Architect, Caltrans Landscape Architecture Unit A

Edison Jaffrey, Associate Transportation Engineer, Caltrans Environmental Engineering

Meenu Chandan, Transportation Engineer, Caltrans Environmental Engineering

Michael S. Romo, Senior Right of Way Agent, No longer with Caltrans Right of Way

Catherine B. Jochai, California Licensed Landscape Architect # 4905, BS Landscape Architecture, California State Polytechnic University, Pomona; BA Biology, Immaculate Heart College; 6 years' experience in NPDES compliance, 12 years' experience in landscape architecture, revegetation and erosion control design for highway projects. District NPDES/Stormwater Coordinator, Water Quality Review

Chunghao "Will" Kuo, Masters in Landscape Architecture, California State Polytechnic University, Pomona; 8 years' experience in Landscape Architecture & Stormwater, Qualified Storm Water Pollution Prevention Plan Developer and Certified Professional Stormwater Quality (EnviroCert). Registered Landscape Architect, Water Quality Review Lead

Jim Robinson, P.E., BS Civil Engineering, Villanova University in Villanova, Pennsylvania; 31 years' experience in Design, Project Management, and Construction Management. Project Manager. Previous Project Managers were Paula Beauchamp and Mark Lancaster

6.2 Consultants

David Freytag	Project Director	<i>EIR/EIS QA/QC</i>
Brian Calvert	Project Director	<i>EIR/EIS QA/QC</i>
Lee Lisecki	Project Director	<i>EIR/EIS QA/QC</i>
Mari Piantka	Project Coordinator	<i>EIR/EIS Coordinator</i>
Diana Roberts	Project Coordinator, Pre-DEIR/DEIS	<i>Section 6002 Coordination</i>
Keturah Anderson	Senior Environmental Planner	<i>Community Impact Assessment and EIR/EIS Preparation</i>
Carson Anderson	Senior Environmental Planner	<i>Visual Impact Assessment</i>
Peter Hardie	Environmental Planner	<i>Noise Study Report</i>
Keith Cooper	Senior Air Quality and Climate Change	<i>Air Quality Report</i>
Hina Gupta	Environmental Planner	<i>Relocation Impact Report</i>
Nate Martin	Environmental Planner	<i>Water Quality Report</i>

Matt McFalls	Environmental Planner	<i>Energy Study</i>
Shilpa Trisal	Senior Environmental Planner	<i>Community Impact Assessment and Relocation Impact Report</i>
Rusty Whisman	Environmental Planner	<i>Relocation Impact Report</i>
Youji Yasui	Senior Environmental Planner	<i>EIR/EIS Preparation</i>
Daniella Sanaryan	Senior Environmental Planner	<i>EIR/EIS Preparation</i>
Denise Souliotes	Environmental Research Assistant	<i>EIR/EIS Preparation</i>
Melissa Kennedy	Environmental Research Assistant	<i>EIR/EIS Preparation</i>
Steve Bossi	Environmental Planner	<i>EIR/EIS Preparation</i>
Mayra Medel	Environmental Planner	<i>EIR/EIS Biological Resources</i>
Tricia Campbell	Senior Biologist	<i>EIR/EIS Biological Resources</i>
Aaron Brownwood	Environmental Planner	<i>EIR/EIS Preparation</i>
Lesa Erecius	Environmental Planner	<i>EIR/EIS Preparation</i>
Mindy Farnsworth	Technical Editor	<i>Technical Editing</i>
Ken Cherry	Technical Editor	<i>Technical Editing</i>
Elizabeth Irvin	Technical Editor	<i>Technical Editing</i>
John Mathias	Technical Editor	<i>Technical Editing</i>
Jenelle Mountain-Castro	Publications Specialist	<i>Formatting</i>
Alferdo Aguirre	Biologist	<i>Field Surveys</i>
Alicia Pool	Biologist	<i>Field Surveys</i>
Anne E. Perez	Task Order Manager	<i>Initial Site Assessment</i>
Barbara Stein	Field Assistant	<i>Field Surveys</i>
Brad Haley	Senior Biologist	<i>Field Surveys</i>
Brian Zitt	Biologist	<i>Field Surveys</i>
Caleb Murhy	Field Assistant	<i>Field Surveys</i>
Daria Snider	Botanist	<i>Field Surveys</i>
David Earle	Historian	<i>Historic Resources Evaluation</i>
Debra Sykes	Biologist	<i>Field Surveys</i>
Dion Monge	Environmental Scientist (Soils)/ISA	<i>Initial Site Assessment</i>
Freddie Olmos	Biologist	<i>Field Surveys</i>
Jason Adelaars	Environmental Scientist	<i>Initial Site Assessment</i>
Keith Kwan	Biologist	<i>Field Surveys</i>
Kevin K. Miskin, P.E.	Project Manager	<i>Initial Site Assessment</i>
Kim Scott	Paleontologist	<i>Paleontological Evaluation</i>
Kristen Mobraaten	Field Assistant	<i>Field Surveys</i>
Manna Warburton	Biologist	<i>Field Surveys</i>

Margaret Borneyasz	Biologist	<i>Field Surveys</i>
Mark Allaback	Senior Biologist	<i>Field Surveys</i>
Natasha Bartley	Biologist	<i>Field Surveys</i>
Scott Taylor	Biologist	<i>Field Surveys</i>
Sherri Gust	Principal Paleontologist	<i>Paleontological Evaluation</i>
Susan Goldberg	Principal Investigator	<i>Archeological Study</i>
Tara Collins	Botanist	<i>Field Surveys</i>
Tom Scofield	Biologist	<i>Field Surveys</i>
Yu-Ying Chu	Traffic Engineer	<i>Traffic Study Report</i>

Chapter 7. **Distribution List**

[this page left blank intentionally]

Chapter 7. Distribution List

FEDERAL	
Dianne Feinstein US Senator	750 "B" Street, Suite 1030 San Diego, CA 92101
Howard (Buck) McKeon Congressman District 25	1008 "W" Ave. M-14 Suite E-1 Palmdale, CA 93551
Carl Benz	U.S. Fish and Wildlife Service Ventura Fish and Wildlife Office 2493 Portola Rd, Suite B Ventura, CA 93003
Edythe Seehafer Environmental Coordinator	U.S. Bureau of Land Management Barstow Field Office 2601 Barstow Road Barstow, CA 92311
Spencer MacNeil	U.S. Army Corps of Engineers LA District - Regulatory Division P.O. Box 532711 915 Wilshire Boulevard, Suite 980 Los Angeles, CA 90053-2325
Susan E. Bromm Director	Environmental Protection Agency Ariel Rios Building 1200 Pennsylvania Avenue, N.W. Mail Code: 2251A Washington, DC 20460
Jeff Scott	Environmental Protection Agency Communities and Ecosystems Division 75 Hawthorne Street San Francisco, CA 94105
Connell Dunning Transportation Team Supervisor	Environmental Protection Agency Communities and Ecosystems Division 75 Hawthorne Street, Mail Code CED-2 San Francisco, CA 94105
Director	Office of Environmental Policy and Compliance Department of the Interior Main Interior Building, MS 2462 1849 "C" Street, NW Washington, DC 20240
	Federal Railroad Administration 1200 New Jersey Avenue, SE Washington, DC 20590
Office of the Secretary	U.S. Department of Agriculture 1400 Independence Ave., S.W. Washington, D.C. 20250
Area Conservationist	Natural Resources Conservation Service, Area 3 4974 East Clinton Avenue, Suite 114 Fresno, CA 93727
Holly Shiralipour	USDA Victorville Service Center 14393 Park Ave Victorville, CA 92392-3302

STATE	
Jean Fuller Senate District 18	5701 Truxton Avenue, Suite 150 Bakersfield, CA 93309
Tim Donnelly Assembly District 33	District Office 15900 Smoke Tree Street, Suite 100 Hesperia, CA 92345
Kenneth Lewis	State of California Public Utilities Commission 505 Van Ness Avenue San Francisco, CA 94102
Lester A. Snow Director	State of California Department of Water Resources P.O. Box 942836, Room 1115 Sacramento, CA 94236
Robert Tepel	California Department of Conservation State Mining & Geology Board 801 K Street, Suite 2015 Sacramento, CA 95814
David Elms	State of California Department of Fish and Game 3602 Inland Empire Blvd, Suite C-220 Ontario, CA 91764
Joe Serna Jr.	California Department of Toxic Substances Control 1001 "I" Street Sacramento, CA 95814-2828
Milford Wayne Donaldson, State Historic Preservation Officer	State of California Office of Historic Preservation 1416 Ninth Street , Room 1442 P.O. Box 942896 Sacramento, CA 95814
Paul D. Thayer Executive Director	California State Lands Commission 100 Howe Avenue, #100 Sacramento, CA 95825
California Air Resources Board	Air Quality & Transportation Planning Branch 1001 "I" Street, 7 th Floor Sacramento, CA 95814
Administrator	California Highway Patrol 300 E Mountain View St Barstow, CA 92311-2887
Department of Conservation	Office of Government & Environmental Relations 801 K Street, MS 24-02 Sacramento, CA 95814
Department of Conservation	Division of Land Resource Protection 801 K Street, MS 18-01 Sacramento, CA 95814
Esteban Almanza	State Water Resources Control Board 1001 I St Sacramento, CA 95814-2828
Lisa Dernbach Senior Engineering Geologist	Lahontan Regional Water Quality Control Board 2501 Lake Tahoe Blvd. South Lake Tahoe, CA 96150

John Barna	California Transportation Commission 1120 N St Rm 2221 Sacramento, CA 95814-5605
Larry Myers	Native American Heritage Commission 915 Capitol Mall Rm 364 Sacramento, CA 95814-4801
Mike Chrisman	California Resources Agency 1416 9th St Ste 131 Sacramento, CA 95814-5511
NEPA Assignment Office	California Department of Transportation Division of Environmental Analysis 1120 N Street, MS 27 P O Box 942874 Sacramento, CA 94274-0001
REGIONAL/LOCAL	
Raymond Wolfe Executive Director	San Bernardino Associated Governments 1170 West 3 rd Street San Bernardino, CA. 92410-1715
	Southern California Association of Governments San Bernardino County Regional Office Santa Fe Depot 1170 West Third Street, Suite 140 San Bernardino, CA 92418
Alan J. De Salvio Supervising Air Quality Engineer	Mojave Desert Air Quality Management District 14306 Park Ave Victorville, CA 92392
Patrice Copeland	California Regional Water Quality Control Board Lahontan Region 6 14440 Civic Dr, Suite 200 Victorville, CA 92392
Josie Gonzalez Fifth District Supervisor	County of San Bernardino Government Center 385 N. Arrowhead Ave., 5 th floor San Bernardino, CA 92415-0110
Brendon Biggs Planning Chief	County of San Bernardino Transportation Department 825 East Third Street San Bernardino, CA 92415-0835
Barry Fox	County of San Bernardino Fire Department Communications Center 1743 W. Miro Way Rialto, CA 92376
Fire Captain	Hinkley Station 56 37284 Flower Rd P.O. Box 218 Hinkley, CA 92347
Captain Cliff Raynolds	County of San Bernardino Sheriff's Department, Barstow Station 225 East Mountain View Barstow, CA 92311
Mike Massimini City Planner and Nick Nichols City Engineer	City of Barstow Community Development Department Planning and Engineering Division 220 East Mountain View Street, Suite A Barstow, CA 92311

Susan Levine Superintendent	Barstow Unified School District 551 S. Avenue H Barstow, CA 92311
Debbie Medina Branch Manager	Barstow Branch Library 304 E. Buena Vista St. Barstow, CA 92311-2806
Diane Kammeyer Principal	Hinkley Elementary/Middle School 37600 Hinkley Rd Hinkley, CA 92347
Alessia Morris Transportation Coordinator	1st Student (School Bussing) PO Box 2350 Barstow, CA 92311
Geri Justis	Barstow Area Chamber Of Commerce PO Box 698 Barstow, CA 92312-0698
Julie Hackbarth-McIntyre	Mayor, City Of Barstow 220 E Mountain View St Ste A City Hall Barstow, CA 92311
Timothy Silva Merrill Gracey Carmen Hernandez Richard Harpole	City Council Members, City of Barstow 220 E Mountain View St Ste A City Hall Barstow, CA 92311
	Hinkley Senior Citizens 35997 Mountain View Rd Hinkley, CA 92347-9613
	California Trucking Association 4148 E. Commerce Way Sacramento, CA 95834
Robert R. Ball	Kern Council of Governments Planning Division Director 1401 19 th Street, Suite 300 Bakersfield, CA 93301
PROPERTY OWNERS	
House of Faith	36730 Hinkley Road Hinkley, CA 92347
Hinkley EMP Church	36833 Flower St Hinkley, CA 92347
Hinkley Bible Church	37313 Hinkley Road Hinkley, CA 92347-9701
Ms. Denise Flores & Mr. Joel Valenzuela	ARC Towing 821 W Main St Barstow, CA 92311-2649
James & Ruth Harmsen	Harmsen Family Dairy 23920 Community Blvd Hinkley, CA 92347-9721
Jessica Gomez	27991 Cochise Ave. Barstow, CA 92311-4434
Jim Harmsen Jr.	Harmsen Family Dairy 36507 Dixie Road Hinkley, CA 92347

Alex Abu Hantash	Hinkley Market & Gas 37466 Hinkley Road Hinkley, CA 92347
	Mt View LLC 831 W Main St Barstow, CA 92311-2649
Current Resident	19139 State Highway 58 Hinkley, CA 92347-9597
Current Resident	20034 State Highway 58 Hinkley, CA 92347-9527
Current Resident	20054 State Highway 58 Hinkley, CA 92347-9527
Current Resident	20455 Halstead Rd Hinkley, CA 92347-9737
Current Resident	21165 State Highway 58 Hinkley, CA 92347-9638
Current Resident	21184 Rainbow Rd Hinkley, CA 92347-9759
Current Resident	21261 Park Ave Hinkley, CA 92347-9756
Current Resident	21281 Park Ave Hinkley, CA 92347-9756
Current Resident	21286 Ash St Hinkley, CA 92347-9675
Current Resident	21515 Halstead Rd Hinkley, CA 92347-9695
Current Resident	21536 Santa Fe Ave Hinkley, CA 92347-9750
Current Resident	21732 Community Blvd Hinkley, CA 92347-9714
Current Resident	21767 Irwin Ct Hinkley, CA 92347-9602
Current Resident	21778 Catskill Rd Hinkley, CA 92347-9687
Current Resident	21785 Irwin Ct Hinkley, CA 92347-9602
Current Resident	21818 Pioneer Rd Hinkley, CA 92347-9598
Current Resident	21832 Catskill Rd Hinkley, CA 92347-9686
Current Resident	21852 Plymouth Rd Hinkley, CA 92347-9624
Current Resident	21873 Granada Rd Hinkley, CA 92347-9665
Current Resident	21878 Alcudia Rd Hinkley, CA 92347-9627
Current Resident	21928 Community Blvd Hinkley, CA 92347-9513
Current Resident	21966a Nicholason Ln Hinkley, CA 92347-9696
Current Resident	22009 Manacor Rd Hinkley, CA 92347-9644

Current Resident	22040 Community Blvd Hinkley, CA 92347-9514
Current Resident	22040 Salinas Rd Hinkley, CA 92347-9617
Current Resident	22046 Ashwood Rd Hinkley, CA 92347-9595
Current Resident	22062 Santa Fe Ave Apt A Hinkley, CA 92347-9734
Current Resident	22062 Santa Fe Ave Apt B Hinkley, CA 92347-9734
Current Resident	22080 Manacor Rd Hinkley, CA 92347-9645
Current Resident	22214 Thompson Rd Apt B Hinkley, CA 92347-9571
Current Resident	22240a Salinas Rd Hinkley, CA 92347-9404
Current Resident	22240b Salinas Rd Hinkley, CA 92347-9404
Current Resident	22270 Highcrest Rd Hinkley, CA 92347-9603
Current Resident	22275 Granada Rd Hinkley, CA 92347-9549
Current Resident	22324 Highcrest Rd Hinkley, CA 92347-9611
Current Resident	22392 Via Vaccaro Hinkley, CA 92347-9674
Current Resident	22425 Salinas Rd Hinkley, CA 92347-9614
Current Resident	22639 Riverview Rd Hinkley, CA 92347-9591
Current Resident	22757 Riverview Rd Hinkley, CA 92347-9711
Current Resident	22777 Riverview Rd Hinkley, CA 92347-9711
Current Resident	22839 Thompson Rd Hinkley, CA 92347-9799
Current Resident	22920b Santa Fe Ave Hinkley, CA 92347-9663
Current Resident	22999 Community Blvd Hinkley, CA 92347-9592
Current Resident	23535 Community Blvd Hinkley, CA 92347-9717
Current Resident	23835 State Highway 58 Apt A Hinkley, CA 92347-9605
Current Resident	24012 Community Blvd Hinkley, CA 92347-9721
Current Resident	24134 Dixie Rd Hinkley, CA 92347-9682
Current Resident	24182 Dixie Rd Hinkley, CA 92347-9682
Current Resident	24289 Community Blvd Hinkley, CA 92347-9789

Current Resident	24332 State Highway 58 Hinkley, CA 92347-9726
Current Resident	24333 1/2 Community Blvd Hinkley, CA 92347-9789
Current Resident	24333 Community Blvd Hinkley, CA 92347-9789
Current Resident	24399 State Highway 58 Hinkley, CA 92347-9726
Current Resident	24553 Community Blvd Hinkley, CA 92347-9777
Current Resident	24615 Community Blvd Hinkley, CA 92347-9777
Current Resident	24661 Community Blvd Hinkley, CA 92347-9777
Current Resident	24811 Community Blvd Apt B Hinkley, CA 92347-9780
Current Resident	24811 Community Blvd Spc 12 Hinkley, CA 92347-9779
Current Resident	24811 Community Blvd Spc 15 Hinkley, CA 92347-9778
Current Resident	24811 Community Blvd Spc 2 Hinkley, CA 92347-9779
Current Resident	24811 Community Blvd Spc 4 Hinkley, CA 92347-9779
Current Resident	24811 Community Blvd Spc 6 Hinkley, CA 92347-9779
Current Resident	24811 Community Blvd Spc 9 Hinkley, CA 92347-9779
Current Resident	24944 Community Blvd Hinkley, CA 92347-9788
Current Resident	35093 Mountain View Rd Hinkley, CA 92347-9712
Current Resident	35289 Mountain View Rd Hinkley, CA 92347-9609
Current Resident	35372 Mountain View Rd Hinkley, CA 92347-9613
Current Resident	35426 Tamarack Rd Hinkley, CA 92347-9666
Current Resident	35435 Mountain View Rd Hinkley, CA 92347-9613
Current Resident	35523 Mountain View Rd Hinkley, CA 92347-9613
Current Resident	35648 Mountain View Rd Hinkley, CA 92347-9613
Current Resident	35681 Dixie Rd Hinkley, CA 92347-9631
Current Resident	35683 Dixie Rd Apt B Hinkley, CA 92347-9631
Current Resident	35694 Riverview Rd Apt B Hinkley, CA 92347-9661
Current Resident	35784 Mountain View Rd Hinkley, CA 92347-9613

Current Resident	36227 Hinkley Rd Hinkley, CA 92347-9688
Current Resident	36246 Lenwood Rd Hinkley, CA 92347-9724
Current Resident	36326 Mountain View Rd Hinkley, CA 92347-9781
Current Resident	36363 Livingston Ln Hinkley, CA 92347-9677
Current Resident	36411 Hinkley Rd Hinkley, CA 92347-9704
Current Resident	36499 Hinkley Rd Hinkley, CA 92347-9704
Current Resident	36530 Red Rock Rd Apt A Hinkley, CA 92347-9565
Current Resident	36530 Red Rock Rd Apt B Hinkley, CA 92347-9565
Current Resident	36579 Red Rock Rd Apt A Hinkley, CA 92347-9763
Current Resident	36579 Red Rock Rd Apt B Hinkley, CA 92347-9763
Current Resident	36583 Indian Wells Rd Hinkley, CA 92347-9764
Current Resident	36586 Hinkley Rd Hinkley, CA 92347-9703
Current Resident	36587 Indian Wells Rd Hinkley, CA 92347-9764
Current Resident	36591 Hillview Rd Hinkley, CA 92347-9521
Current Resident	36610 Indian Wells Rd Hinkley, CA 92347-9532
Current Resident	36655 Indian Wells Rd Hinkley, CA 92347-9533
Current Resident	36680 Indian Wells Rd Hinkley, CA 92347-9532
Current Resident	36683 Hillview Rd Hinkley, CA 92347-9522
Current Resident	36693 Anson Ave Hinkley, CA 92347-9676
Current Resident	36727 Lakeview Rd Hinkley, CA 92347-9766
Current Resident	37000 Locust Rd Hinkley, CA 92347-9782
Current Resident	37193 Hinkley Rd Hinkley, CA 92347-9702
Current Resident	37194 Locust Rd Hinkley, CA 92347-9782
Current Resident	37229 Flower Rd Hinkley, CA 92347-9583
Current Resident	37414 Mulberry Rd Hinkley, CA 92347-9622
Current Resident	37444 Flower Rd Hinkley, CA 92347-9528

Current Resident	37472 Mulberry Rd Hinkley, CA 92347-9622
Current Resident	37475 Mulberry Rd Hinkley, CA 92347-9622
Current Resident	37488 Mulberry Rd Hinkley, CA 92347-9622
Current Resident	37516 Mulberry Rd Hinkley, CA 92347-9755
Current Resident	37531 Mulberry Rd Hinkley, CA 92347-9755
Current Resident	37532 Flower Rd Hinkley, CA 92347-9794
Current Resident	37532 Mulberry Rd Hinkley, CA 92347-9755
Current Resident	37543 Mulberry Rd Hinkley, CA 92347-9755
Current Resident	37721 Hinkley Rd Hinkley, CA 92347-9749
Current Resident	37769 Blanca Rd Hinkley, CA 92347-9568
Current Resident	37807 Petra Rd Hinkley, CA 92347-9654
Current Resident	37814 Blanca Rd Hinkley, CA 92347-9746
Current Resident	37829 Blanca Rd Hinkley, CA 92347-9746
Current Resident	37834 Petra Rd Hinkley, CA 92347-9654
Current Resident	37862 Petra Rd Hinkley, CA 92347-9655
Current Resident	37961 Blanca Rd Hinkley, CA 92347-9629
Current Resident	37967 Petra Rd Hinkley, CA 92347-9567
Current Resident	37967 Pueblo Rd Hinkley, CA 92347-9502
Current Resident	38006 Pueblo Rd Hinkley, CA 92347-9657
Current Resident	38028 Summerset Rd Hinkley, CA 92347-9784
Current Resident	38033 Petra Rd Hinkley, CA 92347-9699
Current Resident	38053 Hinkley Rd Hinkley, CA 92347-9748
Current Resident	38054 Petra Rd Hinkley, CA 92347-9699
Current Resident	38062 Pueblo Rd Hinkley, CA 92347-9657
Current Resident	38075 Summerset Rd Hinkley, CA 92347-9784
Current Resident	38132 Mountain View Rd Hinkley, CA 92347-9736

Current Resident	38170 Serra Rd Hinkley, CA 92347-9740
Current Resident	38320 Mountain View Rd Hinkley, CA 92347-9647
Current Resident	38374 Mountain View Rd Hinkley, CA 92347-9647
Current Resident	38380 Serra Rd Hinkley, CA 92347-9572
Current Resident	38425 Petra Rd Hinkley, CA 92347-9739
Current Resident	38651 Pueblo Rd Hinkley, CA 92347-9408
Current Resident	38790a Mountain View Rd Hinkley, CA 92347-9648
Current Resident	38790b Mountain View Rd Hinkley, CA 92347-9648
Current Resident	38864 Mountain View Rd Hinkley, CA 92347-9534
Current Resident	41717 American Way Hinkley, CA 92347-9557
Current Resident	41850 Hinkley Rd Hinkley, CA 92347-9419
Current Resident	42125 Friends Rd Hinkley, CA 92347-9531
Current Resident	42127 Friends Rd Hinkley, CA 92347-9531
Current Resident	42201 Friends Rd Hinkley, CA 92347-9596
Current Resident	42474 Hinkley Rd Hinkley, CA 92347-9558
Current Resident	PO Box 23 Hinkley, CA 92347-0023
Current Resident	PO Box 246894 Sacramento, CA 95824-6894
Current Resident	PO Box 34 Hinkley, CA 92347-0034
Current Resident	PO Box 522 Joshua Tree, CA 92252-0522
Current Resident	PO Box 93 Hinkley, CA 92347-0093
Current Resident	13591 Mahogany Pl Tustin, CA 92782-8368
ABC Diaper Service Inc.	8325 W. Avenue E Lancaster, CA 93536
Abraham Zuno (or Current Resident)	PO Box 266 Hinkley, CA 92347-0266
Alan J Fletcher (or Current Resident)	36566 Flower Rd Hinkley, CA 92347-9633
Alexander Chawla	12841 Sundown Rd. Victorville, CA 92392
Alfred V. & Janet Norman (or Current Resident)	37822 Serra Rd Hinkley, CA 92347-9743

Alice, Cooper G N B K Trust 5/2/08	700 Keith St. Barstow, CA 92311
Alvaro & Maria Cruz (or Current Resident)	36796 Hidden River Rd Hinkley, CA 92347-9765
Alvaro V & Maria V Cruz (or Current Resident)	36796 Hidden River Rd Hinkley, CA 92347-9765
ANA Properties LLC	PO Box 1510 La Mirada, CA 90637
Andrea Perry (or Current Resident)	36796 Hillview Rd Hinkley, CA 92347-9523
Aniko Kegyulics (or Current Resident)	PO Box 308 Hinkley, CA 92347-0308
Anthony & Grace Ortiz (or Current Resident)	36955 Flower Rd Hinkley, CA 92347-9753
Antonio & Rosemary Munoz (or Current Resident)	23358 Santa Fe Ave Hinkley, CA 92347-9730
Archie M & Ida L Bryan (or Current Resident)	21564 Hinkley Rd Hinkley, CA 92347-9601
Armando V Gonzalez (or Current Resident)	21234 Rainbow Rd Hinkley, CA 92347-9520
Arnulfo & Virginia Suarez (or Current Resident)	37334 Flower Rd Hinkley, CA 92347-9796
Barbara Trentecoste (or Current Resident)	22232 Community Blvd Hinkley, CA 92347-9516
Barbara Whitson (or Current Resident)	35633 Fairview Rd Hinkley, CA 92347-9710
Bay South Group	8888 Clairemont Mesa Blvd. C San Diego, CA 92123
Berman & Riedel Client Trust	12264 El Camino Real 202 San Diego, CA 92130
Bernie Renee Klingenberg (or Current Resident)	23980 Community Blvd Hinkley, CA 92347-9721
Beth M Case (or Current Resident)	37114 Flower Rd Hinkley, CA 92347-9758
Bobby Proctor (or Current Resident)	35473 Tamarack Rd Hinkley, CA 92347-9666
Brian D Miller (or Current Resident)	37022 Lenwood Rd Hinkley, CA 92347-9551
Bruce C & Eileen S J Leake (or Current Resident)	21284 Rainbow Rd Hinkley, CA 92347-9793
Byrld Agnew	19816 State Highway 58 Hinkley, CA 92347
Carlyn & Gladys Steelman (or Current Resident)	36859 Sunset View Rd Hinkley, CA 92347-9761
Carmela J. Spasojevich	10900 Misty Creek Court Nokesville, VA 20181
Carolyn & William Bolin (or Current Resident)	36310 Lenwood Rd Hinkley, CA 92347-9724
Charles C Mattiesen (or Current Resident)	36771 Hidden River Rd Hinkley, CA 92347-9765
Charlotte Maze	69147 Saint Dennis Road North Bend, OR 97459

Claude S Brackeen (or Current Resident)	36825 Hidden River Rd Hinkley, CA 92347-9765
Connie Wilkie (or Current Resident)	PO Box 176 Hinkley, CA 92347-0176
Cornelio & Toedula Baron	5481 Steve St. Riverside, CA 92509
Cynthia Lara (or Current Resident)	23992 Santa Fe Ave Hinkley, CA 92347-9730
Dan Kelley (or Current Resident)	35624 Tamarack Rd Hinkley, CA 92347-9563
Daniel M & Jennifer L Virog (or Current Resident)	36877 Hillview Rd Hinkley, CA 92347-9762
David J Alley (or Current Resident)	PO Box 207 Hinkley, CA 92347-0207
David Velasquez (or Current Resident)	37825 Dixie Rd Hinkley, CA 92347-9542
Don Brown (or Current Resident)	36686 Dixie Rd Hinkley, CA 92347-9720
Donald R Mitchell (or Current Resident)	21212 Rainbow Rd Hinkley, CA 92347-9520
Donald & Jacklyn Depue	36227 Hinkley Rd. Hinkley, CA 92347
Ed D & Martha K Duitsman (or Current Resident)	35691 Dixie Rd Hinkley, CA 92347-9631
Elizabeth Modica (or Current Resident)	24410 Alcudia Rd Hinkley, CA 92347-9790
Elwood L & Luellen Lightle (or Current Resident)	23835 State Highway 58 Hinkley, CA 92347-9605
Erin & Henry Rice (or Current Resident)	37562 Mulberry Rd Hinkley, CA 92347-9755
Erroll & Tammy Niedert (or Current Resident)	36506 Mountain View Rd Hinkley, CA 92347
Everette & Letha Odegard (or Current Resident)	36730 Hinkley Rd Hinkley, CA 92347-9640
Felipe & Ignacio Zavala (or Current Resident)	36325 Mountain View Rd Hinkley, CA 92347-9646
Floyd D & Norma J Burns (or Current Resident)	37362 Mulberry Rd Hinkley, CA 92347-9622
Francisco F Solorzano (or Current Resident)	21160 Rainbow Rd Hinkley, CA 92347-9759
Francisco J & Lydia Lara (or Current Resident)	36610 Dixie Rd Hinkley, CA 92347-9720
Current Resident	37304 Hinkley Rd Hinkley, CA 92347-9701
Fred Williamson (or Current Resident)	36858 Sunset View Rd Hinkley, CA 92347-9664
Gabino & Lucy Felix (or Current Resident)	36591 Indian Wells Rd Hinkley, CA 92347-9764
Gerri Simpson	23535 Community Boulevard Hinkley, CA 92347
George A & Carrol J Greenwood (or Current Resident)	PO Box 56 Hinkley, CA 92347-0056

George E. Shearer (or Current Resident)	37760 Summerset Rd Hinkley, CA 92347-9784
Gerald L. Brand	21732 Community Blvd. Hinkley, CA 92347
Harley L & Cindy L Davis (or Current Resident)	36628 Hillview Rd Hinkley, CA 92347-9522
Herbert V. Nethery (or Current Resident)	23394 Alcudia Rd Hinkley, CA 92347-9628
Irmgard Roberts (or Current Resident)	PO Box 43 Hinkley, CA 92347-0043
Jack J. Bannister Trust	3090 Inez St. Redding, CA 96002
James Calvert, ETAL	36859 Sunset View Rd. Hinkley, CA 92347
James J Munoz (or Current Resident)	20913 Hwy 58 Hinkley, CA 92347-9638
James R & Kathy L Burkhouse (or Current Resident)	21373 Poppy Ln Hinkley, CA 92347-9579
Janet L Schultz (or Current Resident)	36827 Hillview Rd Hinkley, CA 92347-9762
Janice L Watkins (or Current Resident)	36702 Red Rock Rd Hinkley, CA 92347-9679
Jehad & Heather Abu Hantash	1312 E. Main St. Barstow, CA 92311
Jerry Linebugh (or Current Resident)	35889 Dixie Rd Hinkley, CA 92347-9401
Jesse E & Kenneth Fox (or Current Resident)	21134 Rainbow Rd Hinkley, CA 92347-9759
Jesus & Jo Ellen Aguilar (or Current Resident)	PO Box 232 Hinkley, CA 92347-0232
Joann Greengrass (or Current Resident)	20913 Hwy 58 Hinkley, CA 92347-9638
Joe & Julia Turner (or Current Resident)	36570 Indian Wells Rd Hinkley, CA 92347-9764
Joelle C. & Brian E. Depue	21778 Catskill Rd. Hinkley, CA 92347
John & Dora Boruching Liv 12/15 Trust	9618 Blanchard Ave. Fontana, CA 92335
John T & Alta L Findley (or Current Resident)	36816 Hillview Rd Hinkley, CA 92347-9762
John W Eller (or Current Resident)	PO Box 348 Hinkley, CA 92347-0348
Jonathan G & Lena R Quass (or Current Resident)	36433 Hinkley Rd Hinkley, CA 92347-9704
Jose & Maria Cruz	1426 Chestnut Ave 1 Long Beach, CA 90813
Jose & Zoila Arias (or Current Resident)	20807 Hwy 58 Hinkley, CA 92347-9637
Jose Arredorido (or Current Resident)	23690 Alcudia Rd Hinkley, CA 92347-9729
Jose M & Gloria S Gutierrez (or Current Resident)	24116 Santa Fe Ave Hinkley, CA 92347-9727

Joseph & Sylvia Evans (or Current Resident)	24616 State Highway 58 Hinkley, CA 92347-9726
Juan A. & Luz M. Aguilera	12047 Pine St. Bloomington, CA 92316
Juan & Martin Etal Aguilera	12047 Pine St. Bloomington, CA 92316
Ken Jacobsen (or Current Resident)	22145 State Highway 58 Hinkley, CA 92347-9511
Kenneth & Lana Housos (or Current Resident)	21167 W. Hwy 58 Hinkley, CA 92347-9638
Kenneth J & Gerri L Bortner (or Current Resident)	22067 Acacia St Hinkley, CA 92347-9671
Kevin Banks (or Current Resident)	36565 Valley View Rd Hinkley, CA 92347-9689
Kwon Whan Cook	4901 S. Broadway Los Angeles, CA 90037
Larry And Michelle Banks (or Current Resident)	22355 Salinas Rd Hinkley, CA 92347-9614
Lavon M Johnston (or Current Resident)	PO Box 71 Hinkley, CA 92347-0071
Le Roy R & Sandra Baca (or Current Resident)	21825 Granada Rd Hinkley, CA 92347-9665
Lee Roy & Patricia A Adair (or Current Resident)	PO Box 414 Hinkley, CA 92347-0414
Leonard J Hilton (or Current Resident)	PO Box 331 Hinkley, CA 92347-0331
Leron Haan (or Current Resident)	22064 Ashwood Rd Hinkley, CA 92347-9595
Lester White (or Current Resident)	19816 Hwy 58 Hinkley, CA 92347-9571
Linda Clark (or Current Resident)	38277 Serra Rd Hinkley, CA 92347-9740
Lloyd E & Barbara A Hill (or Current Resident)	21250 Frontier Rd Hinkley, CA 92347-9552
Lloyd K & Babbara A Vinson (or Current Resident)	36327 Hinkley Rd Hinkley, CA 92347-9704
Louie And Ann Aviles (or Current Resident)	38092 Serra Rd Hinkley, CA 92347-9607
Magdolna & Aniko Kegyulics (or Current Resident)	PO Box 308 Hinkley, CA 92347
Mansour Balakhaneh	17202 Lynn Ln. Huntington Beach, CA 92649
Manuel R Baca (or Current Resident)	36488 Dixie Rd Hinkley, CA 92347-9720
Mardell & Leora Stovall (or Current Resident)	PO Box 36 Hinkley, CA 92347-0036
Marie Brahn (or Current Resident)	35694 Riverview Rd Apt A Hinkley, CA 92347-9661
Mario & Martin Aguilera (or Current Resident)	36530 Red Rock Rd Hinkley, CA 92347-9565
Mark & Jessie N Orr (or Current Resident)	PO Box 87 Hinkley, CA 92347-0087

Mark Chuy	21160 Matawan Rd. Apple Valley, CA 92308
Mark Gonzales (or Current Resident)	37475 Yellowstone Rd Hinkley, CA 92347-9425
Martin & Denysse Aguilera	16158 Rimrock Rd. Apple Valley, CA 92307
Mary L Juberg (or Current Resident)	36559 Hillview Rd Hinkley, CA 92347-9521
Matthew And Joleen Howell (or Current Resident)	36388 Lenwood Rd Hinkley, CA 92347-9725
Mchenry Cook (or Current Resident)	38790 Mountain View Rd Hinkley, CA 92347-9648
Michael E & Priscilla Mc Cauley (or Current Resident)	20430 Frontier Rd Hinkley, CA 92347-9530
Michael E & Roberta L Rafferty (or Current Resident)	36743 Hillview Rd Hinkley, CA 92347-9523
Michael W Royce (or Current Resident)	36535 Hillview Rd Hinkley, CA 92347-9521
Mike Brown (or Current Resident)	37731 Pueblo Rd Hinkley, CA 92347-9745
Mike Merritt (or Current Resident)	PO Box 23 Hinkley, CA 92347
Mildred N. & Juan Diaz	21250 Frontier Rd. Hinkley, CA 92347
Moises & Jovita G Vargas (or Current Resident)	21151 Rainbow Rd Hinkley, CA 92347-9759
Mr. & Mrs. Robert Smith (or Current Resident)	24543 Community Blvd Hinkley, CA 92347-9777
Muriel Marcum (or Current Resident)	22771 Community Blvd Hinkley, CA 92347-9715
Nathan B Rigby (or Current Resident)	36827 Hidden River Rd Hinkley, CA 92347-9765
Current Resident	19654 State Highway 58 Hinkley, CA 92347-9524
Patricia L Stoller (or Current Resident)	21079 State Highway 58 Hinkley, CA 92347-9638
Paul & Emily Abatie	5673 E. Owens Ave. Las Vegas, NV 89110
Paul D & Rosalie Waters (or Current Resident)	36626 Mountain View Rd Hinkley, CA 92347-9792
Paul H & Judith Johnson (or Current Resident)	37223 Hinkley Rd Hinkley, CA 92347-9702
Paul M Warner (or Current Resident)	36695 Indian Wells Rd Hinkley, CA 92347-9533
Ramon Preciado (or Current Resident)	22078 Acacia St Hinkley, CA 92347-9559
Randall & Venessa Smith (or Current Resident)	20121 State Highway 58 Hinkley, CA 92347-9685
Raul & Josefina Coronado (or Current Resident)	36747 Flower Rd Hinkley, CA 92347-9757
Reba B. Davis	736 Thomas Loop Pocahontas, AR 72455

Raymond H & Cynthia A Pearce (or Current Resident)	36524 Hinkley Rd Hinkley, CA 92347-9703
Reynolds Ohai (or Current Resident)	43108 Hinkley Rd Hinkley, CA 92347-9544
Richard & Theresa Green (or Current Resident)	36528 Hillview Rd Hinkley, CA 92347-9521
Richard J & Rosita G Newman (or Current Resident)	36558 Lakeview Rd Hinkley, CA 92347-9766
Richard W & Sherril J Powell (or Current Resident)	36570 Hillview Rd Hinkley, CA 92347-9521
Robert & Olga Richards (or Current Resident)	20262 W. Hwy 58 Hinkley, CA 92347
Robert D & Linda M Sheldon (or Current Resident)	PO Box 126 Hinkley, CA 92347-0126
Robert D Millar (or Current Resident)	36791 Hidden River Rd Hinkley, CA 92347-9765
Roberta Walker (or Current Resident)	37885 Dixie Rd Hinkley, CA 92347-9542
Rodney T. & Joanna Lucas (or Current Resident)	37359 Flower Rd PO Box 57 Hinkley, CA 92347-0057
Rosetta Vanhoy (or Current Resident)	PO Box 186 Hinkley, CA 92347-0186
Ruben & Elizabeth A. Arrendondo	404 Oakmont Dr. Barstow, CA 92311
Scott And Sharon Haislip (or Current Resident)	37968 Serra Rd Hinkley, CA 92347-9607
Shane M Depew (or Current Resident)	36611 Anson Ave Hinkley, CA 92347-9676
Stephen E Riddle (or Current Resident)	PO Box 111 Hinkley, CA 92347-0111
Stephen M. Deen	2025 Lerida Pl. Rosemead, CA 91770
Susan Eustice (or Current Resident)	24041 Riverview Rd Hinkley, CA 92347-9619
Sylvia Morales (or Current Resident)	37364 Flower Rd Hinkley, CA 92347
Tawfig A & Mufida P Musitef (or Current Resident)	PO Box 146 Hinkley, CA 92347-0146
Thomas F. Adamson	22062 Calderas Mission Viejo, CA 92691
Thomas L. Bonetti TR 9-13-03 Trust	8446 Grand View Dr. Los Angeles, CA 90046
Tillman Family (or Current Resident)	34120 Mountain View Rd Hinkley, CA 92347-9561
Tom And Helen Hare (or Current Resident)	35729 Dixie Rd Hinkley, CA 92347-9631
John Trowbridge Investments LLC	10963 Las Casitas Atascadero, CA 93422-5816
Van Duitsman (or Current Resident)	35683 Dixie Rd Apt A Hinkley, CA 92347-9631
Vanessa Smith (or Current Resident)	20121 Lakeview Road Hinkley, CA 92347

Victor Pena Diaz (or Current Resident)	35494 Dixie Rd Hinkley, CA 92347-9620
Virginia Davis (or Current Resident)	36631 Red Rock Rd Hinkley, CA 92347-9659
Virginia M Persons (or Current Resident)	PO Box 303 Hinkley, CA 92347-0303
Wesley J & Deanna R Hensley (or Current Resident)	PO Box 163 Hinkley, CA 92347-0163
William K & Gertie M Mc Connell (or Current Resident)	35322 Hidden River Rd Hinkley, CA 92347-9416
William Wright (or Current Resident)	24390 State Highway 58 Hinkley, CA 92347-9726
Abu Hantash Enterprises Inc.	27991 Cochise Ave Barstow, CA 92311-4434
Abner & Nancy Pinedo	1913 E 17th St Ste 100 Santa Ana, CA 92705-8627
Abolfazl & Farahnaz Ghias	1045 Utterback Store Rd Great Falls, VA 22066-1520
Al Soza	1795 Briggs Ct Lisle, IL 60532-4559
Alex & Carolyn Sissov	1727 Acacia Hill Rd Diamond Bar, CA 91765-2940
Alice C Y Liu	21251 Longleaf Mission Viejo, CA 92692-4039
Alvin V. Kurth	Po Box 147 Hinkley, CA 92347
Amante S & John N Magbual	14755 Owl Tree Rd Riverside, CA 92504
Anthony P Vernola Trust 10-18-00	PO Box 217 Upland, CA 91785
Antonio M & Rosemary Munoz	16774 Willow Cir Fountain Valley, CA 92708-2250
Aramais Krikorian	9551 Buttemere Rd Phelan, CA 92371-6898
Arthur G Applegate	912 Milwaukee St Lakefield, MN 56150-9426
Augusto C Reyes	1725 Country Vistas Ln Bonita, CA 91902-3074
Aurang Zeb Khan	1969 E Cooley Ave San Bernardino, CA 92408-3068
Barbara & G Nick Krommenhoek	700 Keith St Barstow, CA 92311-2631
Barbara M Collins	15075 Del Rey Dr Victorville, CA 92395-3675
Barry And Connie Haueter	PO Box 621 Atascadero, CA 93423-0621
Benny Diaz	11590 Candy Ln Garden Grove, CA 92840-2502
Betty Rodriguez	36579 Red Rock Rd. Hinkley, CA 92347
Betty Williams	24811 Community Blvd. 25 Hinkley, CA 92347

Beverly D Lucke	2639 Oakmont Ave Santa Ana, CA 92705-6743
Bill V Tallakson	11100 Alto Dr Oak View, CA 93022
Bob Mc Ginnis	453 Avenue A Barstow, CA 92311
Bruce T Mulhearn	18000 Studebaker Rd Ste 205 Cerritos, CA 90703-2680
Bruce T Rowe	540 Kelly Dr Barstow, CA 92311-2917
Carl & Trujillo A Heinzen	1148 E Carroll Ave Glendora, CA 91741-3728
Carmen Wallace	9506 Date St Fontana, CA 92335-5667
Casey Inc	PO Box 1032 Barstow, CA 92312-1032
Charles & June Evans	649 Barto St Santa Clara, CA 95051-5542
Charles G Padilla	730 Keith St Barstow, CA 92311-2631
Charles Korner	18408 E. Ghent St. Azusa, CA 91702
Chen Yin K And Min-Hua, Chen W T	1140 Noreen Ct Upland, CA 91784-1559
Chi H. Hsieh	4942 Rain Tree Ln. Irvine, CA 92612
Chi Hsiang Hsieh	17777 La Pasaita Ct. Rowland Heights, CA 91748
Chris Seney	7580 Svl Box Victorville, CA 92395-5158
Chul Soo & Jung Sook Yu	2667 Clarellen St Torrance, CA 90505-7056
Clell D & Hennie M Courtney	25595 Ash Rd Barstow, CA 92311-3508
Connie Jenson	253 Edd Ridge Ln. Troy, VA 22974
Connie H. Young	8305 Rimridge Ln. San Diego, CA 92126
Daniel F Reyes	4632 Pacific Blvd Vernon, CA 90058-2210
Daniel F. Reyes	1532 E Wilson Ave. 1 Glendale, CA 91206
David Gibbs	20054 State Highway 58 Hinkley, CA 92347
David Kluth	72 Lake Shore Dr Rancho Mirage, CA 92270-4054
David C. Padula Trust	3321 Zola St. San Diego, CA 92106
David Pelfrey	1751 32 nd Ave San Francisco, CA 94122
Delores V. Lunsford Trust Est of	6354 San Marcos Way Buena Park, CA 90620

Dolly Jean Graceffo	19816 State Highway 58 15 Hinkley, CA 92347
Dominic & Rachel R Valdez	1853 Grenadine Way San Jose, CA 95122-3717
Don Goodrich	10141 Evening Star Dr. 3 Grass Valley, CA 95945
Donald O & Geraldine R Burdick	13030 Detroit Ct Chino, CA 91710-5942
Donald R & Virginia O Reck	PO Box 6805 Big Bear Lake, CA 92315-6805
Donavon D & Duane L Ritz	480 E Main St Riverside, CA 92507-1248
Dora Land	PO Box 1405 Apple Valley, CA 92307
Dorothy Garrison Trust 36881	36881 Hinkley Rd. Hinkley, CA 92347
Dorothy Ohai	13450 Monte Vista Ave Chino, CA 91710
Dorris I Costarella	1637 Benton Dr Redding, CA 96003-3113
Drew Page	600 W Broadway Ste 1800 San Diego, CA 92101-3375
Edward L & Ann E Speisser	920 Ann St Barstow, CA 92311-4006
Eileen Mc Knight	17432 66 th Ave W Lynnwood, WA 98037
Emmanuel Onanian	FC 215 PO Box 92
Ethel J. Watts Tr	5841 Ghent Dr Huntington Beach, CA 92649-4640
Eun Hee Kwon	2025 Pray St Fullerton, CA 92833-5070
Evelyn Grace P Seton	1308 Autumn Wind Way Henderson, NV 89052-3006
Evelyn Grace P. Seton	4448 Grey Spencer Dr. Las Vegas, NV 89141
Ferdis Ramos	7598 Kingston Ave. Hesperia, CA 92345
Fernando Haro	9725 Sycamore Ave. Fontana, CA 92335
Flavio F Bisignano	1978 W Carson St Torrance, CA 90501-3218
Fox Family Trust 1-5-01	PO Box 4577 San Dimas, CA 91773
Frederick D & Junelee M Poe	524 N Laurel St Ashland, OR 97520-1115
Fredrico G. & Martha G. Gonzales	621 Kelly Dr. Barstow, CA 92311
Gabriel B D Wtr Wisdom	PO Box 3815 Rancho Santa Fe, CA 92067-3815
Gary J Ronnenberg	16352 Maruffa Cir Huntington Beach, CA 92649-2134

George & Marie D Muhar	10015 Citrus Ave Fontana, CA 92335-6435
George Jue Manufacturing Company	8140 Rosecrans Ave. Paramount, CA 90723
George & Mark Muhar	20009 Iluso Ave. Walnut, CA 91789
Ghassan Nassar	101 S. Riverside Ave. Rialto, CA 92376
Glen A Sr. & Elsie M. Rasmussen	25063 Agate Rd. Barstow, CA 92311
Glen C & Consuelo R. Wilkie	PO Box 176 Hinkley, CA 92347
Glenn R Coleman	PO Box 3334 Chula Vista, CA 91909-3334
Grace Hayworth Trust	5624 W. Bartlett Ave. Las Vegas, NV 89108
GS Equity Resources Inc. II	PO Box 8159 Calabasas, CA 91372
Gutierrez Family Trust 5/30/06	8756 Oakwood Ave. Hesperia, CA 92345
Hani F & Frances H Sayegh	5879 Washington Blvd Culver City, CA 90232-7334
Hans M Frederickson	40113 Teakwood Rd Shelby, LA 51570-4079
Harry Kreuper	568 N. Mtn View Ave San Bernardino, CA 92401-1218
Harry P & Alice Schumacher	27624 Cinnabar Rd Barstow, CA 92311-6205
Harsmen Family Trust 3/21/00	23920 Community Blvd. Hinkley, CA 92347
Heng & Ratana L. Ov	24371 Sunnycrest Ct. Diamond Bar, CA 91765
Herbert L. & Constance A. Lafever	36550 Hinkley Rd Hinkley, CA 92347
Hilario H Lomeli	1561 San Clemente Ln Corona, CA 92882-7951
Howard Hallinam Trust	12764 Amber Creek Cir. Victorville, CA 92395
Issa & Brenda Deebes	2136 Highway 95 Bullhead City, AZ 86442-6007
James Busch Hutchinson	38420 Mountain View Rd. Hinkley, CA 92347
James L & Kimberly S Turner	PO Box 2244 Overton, NV 89040-2244
James V & Jacquiline Cunningham	343 Roland Rd Malvern, AR 72104-6748
J. Duitsman Family LTD Pt.	35683 Dixie Rd. Hinkley, CA 92347
Jeff Himmelrick	16950 Wild Rd Helendale, CA 92342-9622
Jeffery G & Maudi R Campbell	2802 Chaplin Dr Lancaster, CA 93536-6092

Jeffrey L & Deborah A Mills	14847 Rolling Ridge Dr Chino Hills, CA 91709-1947
Jeng Wu Hung Tr	137 Bradbury Dr San Gabriel, CA 91775-2805
Jerry Chang	2420 Ablano Ave Rowland Heights, CA 91748-4601
Jerry M Green	25516 Oak St Lomita, CA 90717-2607
Jessica Wang	19894 E Round Hill Ln Walnut, CA 91789
John & Kartine Rev Duitsman Trust 10/0	35683 Dixie Rd. Hinkley, CA 92347
John H & Amelia M Scott Trust	28181 Coulter Mission Viejo, CA 92692
John Hall, II	1 Macarthur P. 200 Santa Ana, CA 92707
John R. & Ludmilla Z Wardlaw	13910 Wagon Wheel Dr. Victorville, CA 92392
Jong U Byun	2203 S Alameda St Los Angeles, CA 90058-1307
Jorge & Candelaria Torres	10826 Alder Ave Bloomington, CA 92316-2506
Jose A. Velasquez	24944 Community Blvd. Hinkley, CA 92347
Joseph & Alicia Sherrill	PO Box 531 Rio Linda, CA 95673-0531
Joseph & Alicia Sherrill	3100 Elkhorn Blvd North Highlands, CA 95660
Juan J & Teresa Gonzales	325 24th St NE Salem, OR 97301-4448
Juan & Maria T. Gutierrez	1015 E. Santa Ana St. Anaheim, CA 92805
Juanito B & Purisima B Mauricio	5082 Alder Ln La Palma, CA 90623-1652
Julieta S Rozales	Hco I Box 85 M White Bird, ID 83554
Kai Lun Tsai	991 S Benson Ave Ontario, CA 91762-4704
Katherine & James Childs	PO Box 907 Barstow, CA 92312-0907
Kathleen M Howe	480 Calle Del Sol Aptos, CA 95003-9526
Kavak Family 4/20/06 Trust	1317 Avenida Colina San Dimas, CA 91773
Kearn P Eap	203 N Moore Ave # B Monterey Park, CA 91754-1511
Keith N. Watts	10349 Farralone Ave Chatsworth, CA 91311-2037
Khosrow Abtahi	PO Box 6358 Laguna Niguel, CA 92607-6358
Kirit & Nanu C. Patel ETAL	20505 Regal Oaks Dr. Yorba Linda, CA 92886

Kirk T. Mulhearn	3728 Atalantic Ave. Long Beach, CA 90807
Kramer Apartments Corporation	40716 US Highway 395 Boron, CA 93516
Kristy & Jenny Moon	PO Box 6113 Albany, CA 94706
Lane, Earnest E & Frances J	3140 Medicine Man Rd Pahrump, NV 89048-4460
Leon D Lee	PO Box 335 Yermo, CA 92398-0335
Leon D. Maloski	2908 W Shorb St Alhambra, CA 91803-1811
Leonard A Mayberry	10710 Elgers St Cerritos, CA 90703-2604
Leonel A & Rina D Jimenez	2021 7th Ave Los Angeles, CA 90018-1142
Leonor & Dimas Gonzalez	3532 W. 116 th St. Inglewood, CA 90303
Leticia Krikorian	9551 Buttemere Rd Phelan, CA 92371
Lichin & Marie Ly	1339 Kellam Ave. Los Angeles, CA 90026
Linda Hensley	26061 Community Blvd Barstow, CA 92311-9660
Lloyd Mc Kinney	25996 Us Highway 58 Barstow, CA 92311-9781
Lloyd Silvers Jr. Trust	3706 Malibu Country Dr. Malibu, CA 90265
Louis C. Ezell	8540 Cole Crest Dr. Los Angeles, CA 90046
Lucille E Bellomy	701 Montara Rd Spc 76 Barstow, CA 92311-5735
Ludmilla Z. Wardlaw	13910 Wagon Wheel Dr. Victorville, CA 92392
Lyle A Waln	PO Box 903 Barstow, CA 92312-0903
Lynn R Vaniea	1597 N Oakmore St Tulare, CA 93274-9350
Magbual, Justine	2411 Adriatic Ave Long Beach, CA 90810-3313
Mallareddy & Sucharitha Madireddi	10569 Corte Jardin Del Mar San Diego, CA 92130-4673
Marguerite A Proebstel	2338 Currier Pl Fairfield, CA 94533-2630
Maria De Jesus Rodriguez	20960 Zuni Rd Apple Valley, CA 92307
Marie L E Deboynton	1426 E Shamwood St West Covina, CA 91791-1316
Marjorie A & Victor Sullins	1926 Croxton Ave Bloomington, IL 61701-5702
Marlene E. Oliver	1623 Corte De Medea San Jose, CA 95124

Martha L Mc Callman	40721 Locata Ct Murrieta, CA 92562-5873
Martha M. Zarazua	28011 Brucite Rd. Barstow, CA 92311
Marvin D & Carroll C Brommer	101 S Dakota St, Steen MN 56173-9630
Mauray M Sweeney	701 W Main St Barstow, CA 92311-2660
Mauray M. Sweeney	929 Cottonwood Dr. Barstow, CA 92311
Maurice M & Linda L Lockett	840 Huskinson Ct Roseville, CA 95747-8163
Mavis D. & Partick T Moretta ETAL	43555 Gettysburg St. Chino, CA 91710
Maximiliano & Maricela Flores	14342 Hope St. Garden Grove, CA 92843
Melvin A Moore	PO Box 293 Dana Point, CA 92629-0293
Michael A & Mary H Saiz	28434 Windy Pass Barstow, CA 92311-4503
Michael Chan	863 Temple Ter Los Angeles, CA 90042-5022
Michael G Rademaker	1425 W Foothill Blvd Ste 200 Upland, CA 91786-8015
Michael T. Hevesy	2929 Waverly Dr. 308 Los Angeles, CA 90039
Michael & Rachel Soumekh	1140 S Alfred St. Los Angeles, CA 90035
Michael T & Ann Caffey	1824 Verdugo Knolls Pl Glendale, CA 91208-2632
Montano Family Trust 10/6/05	PO Box 4022 Apple Valley, CA 92307
Mr. & Mrs. Conway	PO Box 865 Barstow, CA 92312-0865
Mr. & Mrs. Westra	1551 S. Rosevelt Road #10 Portalis, NM 88130
Mr. & Mrs. Williams	26595 Community Blvd Barstow, CA 92311-9674
Myung O & Grace D Lee	13129 Biglow St Cerritos, CA 90701
Nataly Gammoh	29661 Hubble Way Murrieta, CA 92563
Ngoc L Thai	1812 Azalea Dr. Alhambra, CA 91801
Nguyen Thanh Phuoc	4521 Silver Dr Santa Ana, CA 92703-2556
Nick & Mary A Ciovica	708 White Oak Ln Arlington, TX 76012-4846
Nish Choksi	550 S Hill St Ste 1531 Los Angeles, CA 90013-2416
Norman Diaz	25789 Community Blvd Barstow, CA 92311-9672

Norwil Family Trust 730424	909 Armory Rd. Barstow, CA 92311
Orchards Dev Ents LLC	4343 E Camelback Rd 400 Phoenix, AZ 85018
Pacific Premier BK	1600 Sunflower Ave 2nd Costa Mesa, CA 92626
Paul R. Jordan	1650 Silver Saddle Dr Barstow, CA 92311
Perla G Mendoza	5929 Southoaks Ct San Jose, CA 95138-1818
Queens of the Desert LLC	1 MacArthur Pl. 200 Santa Ana, CA 92707
Rafael Sepulveda Jr.	20338 Frontier Rd. Hinkley, CA 92347
Rajesh K Sodhi	1375 Rangeton Dr Walnut, CA 91789-3824
Ralph S Cavanaugh	2548 Roberts Rd Medford, OR 97504-2162
Ramin Bral	PO Box 18037 Beverly Hills, CA 90209-4037
Ramon & Judith A Gutierrez	8756 Oakwood Ave Hesperia, CA 92345-3735
Randal A Walther	1601 Caliterra Way Reno, NV 89521-5004
Randall Drause Family Trust	4949 Genesta Ave 415 Encino, CA 91316
Randall P & Patricia K Smith	2685 Sierra Vista Way Bishop, CA 93514-3031
Randy J & Ricky A Krause	17137 Rancho St Encino, CA 91316-4023
Reable R Scott	1207 Fine Way Alma, AR 72921-7756
Rebec Inc.	PO Box 3141 Apple Valley, CA 92307
Reed, Ruth F	18082 W Legend Dr Surprise, AZ 85374-2928
Reiichi Emerson	225 Burns Rd Elyria, OH 44035-1512
Reynolds K.Ohai	9215 Orco Pkwy A Riverside, CA 92509
Richard D & Joyce A Dutcher	PO Box 957 Helendale, CA 92342-0957
Richard S. & Theresa A. Green	36591 Indian Wells Rd. Hinkley, CA 92347
Riddle Family Trust 3-30-07	19910 State Highway 58 Hinkley, CA 92347
Rifky & Lydia Hanna	5037 Morgan Pl Alta Loma, CA 91737-6736
Rikuo Corporation	9777 Wilshire Blvd 517 Beverly Hills, CA 90212
Robert & Sally Ramirez	1623 Bunker Ave El Monte, CA 91733-4539

Robert A & Tiep T Ayash	1585 Ellsworth Way San Bernardino, CA 92411-1570
Robert & Donna Hummer	4620 Santa Cruz Ave San Diego, CA 92107-3519
Robert B. & Mimi K. Irvin Trust	4161 Silliman Dr. Huntington Beach, CA 92649
Robert G & Beverly J Jensen1 TR Trust	1450 N. Pass Ave. Burbank, CA 91505
Robert L Lawsn	1501 Mission Canyon Rd Santa Barbara, CA 93105-2129
Robert R & Arnold H Daetwyler	2478 N Ashwood St Orange, CA 92865-2709
Roger J King	157 Chaney St Belleville, MI 48111-3509
Roman Miltob	1812 Jake Mills Ct San Diego, CA 92114-7829
Roessell Else Trust	1805 N. Carson St. E Carson City, NV 89701
Ryken 3-31-05 Trust DBA Hinckley Valley Dairy ETAL	37193 Hinkley Rd. Hinkley, CA 92347
Sai W Li	3166 S Ridge Point Dr Diamond Bar, CA 91765-4707
Samir E & Mary S Shamieh	662 Lynwood Dr Encinitas, CA 92024-2388
Sandra E Hamblin	1152 Eastside School Rd Senoia, GA 30276-3204
Shih-Wang Fan	3221 Samantha Ave West Covina, CA 91792-2420
Stanford & Joyce Lee Trust	3 Monitor Irvine, CA 92620
Stephanie & Dino Pappas	3475 S 700 W Salt Lake City, UT 84119-4140
Steven & Joyce Boyd	33950 L St Barstow, CA 92311-6238
Steven R & Elena Ulibarri	25631 Main St Barstow, CA 92311-9701
Sunrise Mobil Home Park	11100 Alto Dr. Oak View, CA 93022
Susan D Brandfield	8540 Cole Crest Dr Los Angeles, CA 90046-1914
Susan J Knott	14691 Purdy St Midway City, CA 92655-1137
Thomas F & Rae Cole Adamson	22365 El Toro Rd # 105 Lake Forest, CA 92630-5053
Thomas Riggins	926 Via Canale Dr. Henderson, NV 89011
Thuong Q Vo	12654 Burbank Rd Corona, CA 92880-3357
Tien Ching & Shang Chih Hw-Tien Chu	16080 La Monde St Hacienda Heights, CA 91745-4228
Timothy W Bangle	120 Baldwin Ln Port Ludlow, WA 98365-9615

Timothy T. Merritt	PO Box 23 Hinkley, CA 92347
Tom Adamson	22062 Calderas Mission Viejo, CA 92691
Tom McCabe	2800 Cottage Way Ste W2605 Sacramento, CA 95825-1888
Toni & Jody Deagular	5486 Industrial Pkwy San Bernardino, CA 92407-1859
Tony E & Joan E Garcia	5952 Harrison St Chino, CA 91710-2730
Tony Havlik	5540 Pine Cone Rd La Crescenta, CA 91214-1416
Tony Wardell/Barstow Unified	551 S Avenue H Barstow, CA 92311-2500
Trinidad & Maria Ceballos	30715 Us Highway 58 Barstow, CA 92311-1939
Tripple E Development Corp	5560 S Fort Apache Rd 100 Las Vegas, NV 89148
Tsai-Ching & Chiang M Wang	19894 E Round Hill Ln Walnut, CA 91789-4381
Un H & Un Z Kim	7543 Glenduff Dr Downey, CA 90240-2648
United States of America	911 Wishire Blvd. Los Angeles, CA 90017
Vinod K. & Vibha Goel	304 Keybridge Dr. Morrisville, NC 27560
Virginia Miller	PO Box 282 Opheim, MT 59250
Walsh Family Trust 6/29/04	PO Box 72 Wrightwood, CA 92397
Wayne Soppeland	PO Box 667 Barstow, CA 92312-0667
Wesley & Michelle Garrison	36611 Anson Ave Hinkley, CA 92347
William H Gier Trust	1255 Edgewater Ln. Cottage Grove, OR 97424
William J & Maria S Holloway	1898 Filmore Dr Medford, OR 97504-2122
William V. Tallakson Trust	11100 Alto Dr Oak View, CA 93022
Ye, Ree You	16612 Camilia Ave. Tustin, CA 92782
Young M & Nan H Yang	301 Elmhurst Pl Fullerton, CA 92835-3512
Young M Kim	23204 Sesame St. A Torrance, CA 90502
Yuh-Yun Lee & Yuh-Yun L Lin	604 El Vallencito Dr Walnut, CA 91789-4401
Yong Ho Kim Kwon Whan & Chi Yon Hw-Kwon Cook	2601 Camino Del Sol Fullerton, CA 92833-4807
Leon D. Lee	PO Box 335 Yermo, CA 92398

Craig & Sally Wood	616 20th St Huntington Beach, CA 92648
Sheila Mcknight-John Eileen Mc Knight	17432 66th Ave W Lynnwood, WA 98037-2933
Alma Yerton Trustee Alma J Yerton (or Current Resident)	36558 Valley Wells Rd Hinkley, CA 92347-9760
Cheryl Cagliero Leonard Luning (or Current Resident)	3689 Chelan Blvd Manson, WA 98831-9214
Evelyn N Klass Evelyn M Minor Klass (or Current Resident)	15456 Victory Blvd Van Nuys, CA 91406-6240
Marshall & Lorraine Marshall & Lorraine Briggs (or Current Resident)	36614 Red Rock Rd Hinkley, CA 92347-9658
Yoko M Swafford John/Linda Mnser (or Current Resident)	36828 Hillview Rd Hinkley, CA 92347-9762
Howard E & Mary L Hallinan	12750 Amber Creek Cir Victorville, CA 92395-9070
Ardean & Loretta Heimark Living Trust (or Current Resident)	37776 Serra Rd Hinkley, CA 92347-9680
Bruce W Hall Executor John & Norma K Hall	PO Box 1116 Fort Collins, CO 80522-1116
Canbo & Amy Hong Tru Hong Family Trust 4/23/04	1365 Bellwood Rd San Marino, CA 91108-2712
Dexter & Shirley Brown Family Trust	37712 Summerset Rd Hinkley, CA 92347-9784
Diane D Harkison Baller Israel - Est Of	PO Box 2097 San Bernardino, CA 92406-2097
DMG Trust And Investor Company	PO Box 128 Hinkley, CA 92347-0128
Dorothy M Shively Tr Dorothy M Shively	923 Magnolia Ave Modesto, CA 95350-5220
E D Patterson Jr Tru E D Patterson	2200 E Citrus Ave Redlands, CA 92374-8206
Ermine Plaster Trust Patti Sue Plaster	1795 W Persimmon St Rialto, CA 92377-4189
Harold & Alice Tolli Tolliver Family Revocable Tr 5-28-02	4408 Heron Lakes Dr Stockton, CA 95219-1764
Harriet Ruth & Alici Ykema Family Partnership	10795 6th Ave Hanford, CA 93230-9324
Jack N Sohrbeck Trus A Sohrbeck	377 Poppinga Way Santa Maria, CA 93455-4260
Jacobsen Kenneth C & C Trust	22415 State Highway 58 Hinkley, CA 92347-9604
Larsen Trust	3200 Park Center Dr Ste 720 Costa Mesa, CA 92626-1971
Lenard Luning Living Trust & Luning Associates, L.P	3300 S Lakeshore Rd Chelan, WA 98816-9341
Leslie E & Brittie M L E & B M Dhabolt	36702 Indian Wells Rd Hinkley, CA 92347-9623

Marylee H Blake Tr Norwil Family Trust 730424	34554 K St Barstow, CA 92311-4351
Michael D & Donald F Hanify White Bear Ranch	36511 Lenwood Rd Hinkley, CA 92347-9725
Michael Nosanov Trus Michael Jay	409 Arcade Pl Glendale, CA 91206-3002
Miller Kenneth J 2004 Trust	1515 W Arrow Hwy Spc 51 Upland, CA 91786-5032
Nerissa Avery Norberto Z & Erana C Misa	827 Southgrove Dr San Jose, CA 95133-1258
Randall Krause	4949 Genesta Ave #415 Encino, CA 91316
Richard & Kathy Heiser Delbert A Gregg	36805 Hillview Rd Hinkley, CA 92347-9762
Richard E. Leyerly Richard Leyerly Trust	21988 Hwy 58 Hinkley, CA 92347-9509
Robert & Dolores Peabody Peabody Trust 7-2-90	36868 Locust Rd Hinkley, CA 92347-9618
Scott C Lee Rugh Lee Sherrie G - Est Of	9914 Manet Rd Burke, Va 22015-3806
Shirley Mendenhall	21490 W Highway 58 Hinkley, CA 92347
Steven C Breitengros BCS California Trust 3/19/01	PO Box 1741 Benson, AZ 85602-1741
Suminori & Himi Naka Nakamura Family Trust 2001	2200 E Romneya Dr Anaheim, CA 92806-2223
Vernola Pat & Mary A Trust	1604 N Laurel Ave Upland, CA 91784-1920
Victoria Gibbs	20034 State Highway 58 Hinkley, CA 92347
UTILITIES & RAILROAD	
Region Manager	Southern California Edison PO Box 800 Rosemead, CA 91770
Representative	Pacific Gas and Electric Environmental Health & Safety Services 77 Beale St San Francisco, CA 94105
Jose Moreno-Jimenez	Pacific Gas and Electric 22999 Community Blvd. Hinkley, CA 92347
	Pacific Gas & Electric 375 N Wiget Ln 130 Walnut Creek, CA 94598
	Pacific Gas & Electric 375 Walnut Ave 130 Walnut Creek, CA 94598
	Pacific Gas & Electric Po Box 770000 San Francisco, CA 94177
	Pacific Gas & Electric Company One Market Spear Tower 400 San Francisco, CA 94105

Representative	Time Warner Cable 1881 West Main Street Barstow, CA 92311
Representative	Sprint KSOPHT0101-Z4300 6391 Sprint Parkway Overland Park, KS 66251-4300
Representative	Southwest Gas Corporation, Corporate Office 5241 Spring Mountain Road Las Vegas, NV 89150-0002
Representative	Southwest Gas Corporation Southern California Division 13471 Mariposa Road Victorville, CA 92395-5315
Representative	Mojave Pipeline Company Western Pipelines P.O. Box 1087 Colorado Springs, CO 80944
Representative	El Paso Natural Gas Company Western Pipelines P.O. Box 1087 Colorado Springs, CO 80944
Representative	Burlington Northern Santa Fe Railway 740 E. Carnegie San Bernardino, CA 92408

[this page left blank intentionally]

Chapter 8. **References**

[this page left blank intentionally]

Chapter 8 References

8.1 Printed References

- Bureau of Land Management (BLM). 2005. *Final Environmental Impact Report and Statement for the West Mojave Plan. A Habitat Conservation Plan and California Desert Conservation Area Plan Amendment*. Volume 1 (January). Moreno Valley, CA: U.S. Department of the Interior.
- . 2006. *Record of Decision: West Mojave Plan: Amendment to the California Desert Conservation Area Plan* (March) Moreno Valley, CA: U.S. Department of the Interior.
- Calflora. 2009. *Calflora Database*. Berkeley, CA.
- California Climate Change Center. 2006. *Our Changing Climate: Assessing the Risks to California* (July). Cambridge, MA.
- California Department of Conservation (DOC). 1994. *Farmland Mapping and Monitoring Program*. Sacramento, CA.
- . 2000. *A General Location Guide for Ultramafic Rock in California—Areas More Likely to Contain Naturally Occurring Asbestos* (August). Sacramento, CA.
- . 2004. *Farmland Mapping and Monitoring Program*. Sacramento, CA.
- . 2010. *Farmland Mapping and Monitoring Program*. Sacramento, CA.
- California Department of Fish and Game (CDFG). 2009. *California Natural Diversity Database*. Sacramento, CA.
- California Department of Transportation (Caltrans). 1997a. *Environmental Handbook. Volume 4, Community Impact Assessment* (June). Sacramento, CA.
- . 1997b. *Transportation Project-Level Carbon Monoxide Protocol* (December). Sacramento, CA.
- . 1999a. *Route Concept Fact Sheet* (August). San Bernardino, CA.: District 8 Division of Design.
- . 1999b. *Standard Specifications 7-1.011* (July). Sacramento, CA.
- . 2002. *Preliminary Geotechnical Report for the State Route 58 for Widening and Realignment 08-SBd-KP35.01/50.0 (PM21.8/31.0) in Hinkley, San Bernardino County* (July). Sacramento, CA: Division of Engineering Services, Geotechnical Services, Office of Geotechnical Design – South.

- . 2003a. *Desk Guide—Environmental Justice in Transportation Planning and Investments* (January). Sacramento, CA.
- . 2003b. *Construction Site Best Management Practices Manual* (March). Sacramento, CA.
- . 2008. *Initial Site Assessment (ISA) Report, Realign and Widen SR 58* (July). San Bernardino, CA.
- . 2009a. *Draft Protocol Rare Plant, Desert Tortoise, and Burrowing Owl Habitat Assessment Survey Report for State Route 58 Hinkley Expressway Project* (July). San Bernardino, CA.
- . 2009b. *Geotechnical Recommendations for Additional Alternatives for the State Route 58 for Widening and Realignment 08-SBd-KP35.01/50.0 (PM21.8/31.0) in Hinkley, San Bernardino County* (January). Sacramento, CA: Division of Engineering Services, Geotechnical Services, Office of Geotechnical Design – South.
- . 2009c. *Technical Noise Supplement*. Sacramento, CA.
- . 2010a. *Aerially Deposited Lead (ADL) Investigation Report* (November). San Bernardino, CA.
- . 2010b. *Draft Relocation Impact Report for the State Route 58 Hinkley Expressway Project* (October).
- . 2010c. *Final Noise Abatement Decision Report, State Route 58 via Hinkley, Widening and Realignment* (December). San Bernardino, CA.
- . 2010d. *Hydrology and Drainage Study-State Route 58 via Hinkley Widening and Realignment Project* (June). San Bernardino, CA.
- . 2010e. *Natural Environment Study for the SR-58 Realignment and Widening Project, Hinkley, California* (September). San Bernardino, CA.
- . 2010f. *Noise Study Report, State Route 58 Hinkley Expressway Project* (December). San Bernardino, CA.
- . 2010g. *Paleontological Identification Report and Paleontological Evaluation Report for State Highway 58 Realignment Near Hinkley, San Bernardino, CA* (August). San Bernardino, CA.
- . 2010h. *Storm Water Quality Handbooks, Project Planning and Design Guide* (July). Sacramento, CA.
- . 2010i. *Traffic Study Report, SR-58 Realignment and Widening Project* (February). San Bernardino, CA.

- . 2010j. *Traffic Study Report, SR-58 Realignment and Widening Project* (March). San Bernardino, CA.
- . 2011a. *Air Quality Report, State Route 58 Hinkley Expressway Project* (January). San Bernardino, CA.
- . 2011b. *Community Impact Assessment for the State Route 58 Hinkley Expressway Project* (April). San Bernardino, CA.
- . 2011c. *Historic Property Survey Report/Historical Resources Evaluation Report* (November). San Bernardino, CA.
- . 2011d. *Hydrology and Water Quality Technical Report for the State Route 58 Hinkley Expressway Project* (March). San Bernardino, CA.
- . 2011e. *Jurisdictional Delineation SR-58 Expressway Project* (December). San Bernardino, CA.
- . 2011f. *Supplemental Traffic Data for Consistency with Approved Traffic Study Report prepared for SR-58* (October). San Bernardino, CA.
- . 2012a. *Community Impact Assessment for the State Route 58 Hinkley Expressway Project – Update Memo* (October). San Bernardino, CA.
- . 2012b. *Draft Project Report, State Route 58 Widening and Realignment Project* (December). San Bernardino, CA.: District 8 Division of Design.
- . 2012c. *Errata for Paleontological Identification Report and Paleontological Evaluation Report State Highway 58 Realignment Near Hinkley, San Bernardino County, California* (October). San Bernardino, CA.
- . 2012d. *Floodplain Evaluation Report Summary – State Route 58 Hinkley Expressway Project*. San Bernardino, CA.
- . 2012e. *Location Hydraulic Study, State Route 58 Expressway Project*. San Bernardino, CA.
- . 2013a. *Project Report, State Route 58 Widening and Realignment Project* (June). San Bernardino, CA.
- . 2013b. *Final Relocation Impact Report for the State Route 58 Hinkley Expressway Project* (March). San Bernardino, CA.
- . 2013c. *Supplemental Historic Property Survey Report/ Archaeological Evaluation Proposal (AEP) and Archaeological Evaluation Report (AER)* (March). San Bernardino, CA.

- . 2013d. *Second Supplemental Historic Property Survey Report/ First Addendum Archaeological Survey Report* (March). San Bernardino, CA.
- . 2013e. *Finding of Adverse Effect* (February). San Bernardino, CA.
- . 2013f. *Errata for Paleontological Identification Report and Paleontological Evaluation Report State Highway 58 Realignment Near Hinkley (Revised)*, San Bernardino County, California (April). San Bernardino, CA.
- . 2013g. *Initial Site Assessment (ISA)* Updated of July 26, 2008 ISA Report (January). San Bernardino, CA.
- . 2013h. *Preliminary Site Investigation for Multiple Parcels* (March). San Bernardino, CA.
- . 2013i. *Preliminary Site Investigation for Pearce Parcel (0494-312-26)* (March). San Bernardino, CA.
- . 2013j. *Preliminary Site Investigation for Additional Parcels* (April). San Bernardino, CA.
- . 2013k. *Air Quality Conformity Analysis for the State Route 58 Hinkley Expressway Project* (February). San Bernardino, CA.
- . 2013l. *Noise Technical Memorandum—SR-58 via Hinkley, Widening and Realignment (from PM 22.2 to PM 31.1); Addendum to the NSR and NADR* (April). San Bernardino, CA.
- California Department of Water Resources. 2004. California's Groundwater Bulletin 118. Harper Valley Groundwater Basin. Available:
http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/6-47.pdf. Last revised: February 27, 2004.
- Environmental Protection Agency (EPA). 2009. *MSAT Interim-Guidance* (September). Washington, DC.
- Federal Highway Administration (FHWA). 1999. *Western Resource Center Interim Guidance – Addressing Environmental Justice in the EA/EIS* (March). Washington, DC: U.S. DOT.
- . 1999b. *FHWA Section 4(f) Policy Paper* (March). Washington, DC: U.S. DOT.
- . 2008. *Initial Site Assessment Report for the Realign and Widen SR-58 08-SBd-KP 35.0/50.0 (PM22.2/31.0). Hinkley, California* (July). San Diego, CA: Secor International Incorporated.
- . 2009. *Interim Guidance Update on Air Toxic Analysis in NEPA Documents*. Washington, DC: U.S. DOT.

- . 2009. *Environmental Justice Environmental Documents Checklist* (September). Washington, DC: U.S. DOT California Division.
- . 2012a. *Order 6640.23A FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (June). Washington, DC: U.S. DOT.
- . 2012b. *FHWA Section 4(f) Policy Paper* (July). Washington, DC: U.S. DOT.
- Hendrix, Micheal, and Wilson, Cori. 2007. *Recommendations by the Association of Environmental Professionals on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents* (March). Association of Environmental Professionals (EAP): 2.
- Intergovernmental Panel on Climate Change. (2007) *Climate Change 2007: The Physical Science Basis: Summary for Policymakers* (February).
- RWQCB 2012. Draft EIR for the *Comprehensive Groundwater Cleanup Strategy for Historical Chromium Discharges from PG&E's Hinkley Compressor Station, San Bernardino County* (August). San Francisco, CA: ICF International.
- RWQCB 2013. Final EIR for the *Comprehensive Groundwater Cleanup Strategy for Historical Chromium Discharges from PG&E's Hinkley Compressor Station, San Bernardino County* (May). San Francisco, CA: ICF International.
- San Bernardino County. 2006. *Circulation and Infrastructure Background Report for the County of San Bernardino General Plan*. Santa Ana, CA: URS Corporation.
- San Bernardino County Land Use Services Department Planning Division. 2007. *County of San Bernardino 2007 General Plan* (March). Santa Ana, CA: URS Corporation.
- San Bernardino County Board of Supervisors. Land Use Services Department. 2010. *Report/Recommendation to the Board of Supervisors of San Bernardino County, CA and Record of Action* (July) San Bernardino, CA.
- San Bernardino County Building and Safety Department. 2012. *Building and Safety Weekly Permit Activity Report*. Data available at <http://cms.sbcounty.gov/lus/BuildingSafety/Permits/PermitsIssued.aspx>. Accessed October, 2012.
- Southern California Association of Governments (SCAG). 2008. *Regional Transportation Improvement Program*. Los Angeles, CA.
- System Metrics Group. 2010. *SR-58 Roadway Widening Project – Supplemental Traffic Speed Data Analysis*. November.
- Transportation Research Board. 2000. *Highway Capacity Manual*. Washington, DC.

———. 2010. *Highway Capacity Manual*. Washington, DC.

U.S. Environmental Protection Agency (EPA). 2006. *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas* (March). Washington, DC.

U.S. Department of Transportation and California Department of Transportation (USDOT and Caltrans). 2009. *Hydrology and water quality technical report—State Route 58 via Hinkley widening and realignment project* (April).

U.S. Fish and Wildlife Service. 1992. *Field Survey Protocol for Any Federal Action that May Occur within the Range of the Desert Tortoise* (January). Ventura, CA.

8.2 Personal Communications

Ritchie, Michael. Division administrator. Federal Highway Administration. August 29, 2001—Letter from Cesar E. Perez (for Michael G. Ritchie) to Mr. Robert Sassaman, District Director, Caltrans, District 7. Subject: Use of Nonnative Plants on Interstate Highways.

Shankel, James. Branch Chief, Environmental Studies. California Department of Transportation. February 22, 2013—Email to Brian Calvert and Keturah Anderson, ICF International. Subject: Baseline and Opening Years, and related Traffic Data.

Shankel, James. Branch Chief, Environmental Studies. California Department of Transportation. March 20, 2013—Email to Brian Calvert and Keturah Anderson, ICF International. Subject: SR-58 Hinkley Expressway Project (EA08-043510, PN 0800000010) >> Updated Traffic Table for use in FEIR/EIS.

Toledo, Antonia. Associate Environmental Planner. California Department of Transportation. March 8, 2013—Email to Brian Calvert and Keturah Anderson, ICF International. Subject: Data for Proposed Parcel Acquisitions.

8.3 Web Site References

NOTE: THE WEBSITES LISTED BELOW WERE CURRENT AS OF THEIR DATES OF ACCESS; DUE TO CONTINUING WEBSITE ADDRESS UPDATES, THE WEBSITE ADDRESSES MAY NO LONGER BE ACCESSIBLE.

Barstow Community Hospital. *About Us*. Available: <<http://www.barstowhospital.com/About/Pages/About%20Us.aspx>>. Accessed: April 9, 2009.

Bureau of Land Management. *Introduction – West Mojave Plan*. U.S. Department of the Interior. Last revised: unknown. Available: <http://www.blm.gov/ca/st/en/fo/cdd/wemo_intro.print.html>. Accessed: April 14, 2009.

California Department of Transportation. *Statewide Stormwater Management Plan*. CTSW-RT-02-008. May 2003a. Available: http://www.dot.ca.gov/hq/env/stormwater/pdf/swmp_may2003final.pdf. Accessed: June 25, 2010.

California Department of Transportation. *Statewide Stormwater Management Plan*. CTSW-RT-02-008. May 2003b. Available: http://www.dot.ca.gov/hq/env/stormwater/pdf/swmp_may2003final.pdf. Accessed: June 25, 2010.

California Department of Transportation. 2004 *Transportation Concept Report*. Available: <http://www.dot.ca.gov/dist6/planning/tcrs/sr58tcr/sr58fulldocument.pdf>.

California Department of Transportation. 2005 *Landscape Architecture, Highway Planting General Policy*. Available: <http://www.dot.ca.gov/hq/LandArch/hwyplanting/plantingpolicy.htm>. Accessed: June 2008.

California Department of Transportation. 2007 *California Department of Transportation Stormwater Quality Handbook—Project Planning and Design Guide*. May. Available: http://www.dot.ca.gov/hq/oppd/stormwtr/Final-PPDG_Master_Document-6-04-07.pdf. Accessed: June 25, 2010.

California Department of Water Resources. 2004. California's Groundwater Bulletin 118. Lower Mojave River Valley Groundwater Basin. Available: http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/6-41.pdf. Last revised: February 27, 2004.

California Department of Water Resources. 2006 *Bulletin 118, Individual Basin Description – Antelope Valley (6-44) and Harper Valley (6-47) Groundwater Basins*. Available: http://www.groundwater.water.ca.gov/bulletin118/basin_desc/basins_s.cfm. Accessed: April 16, 2007.

California Department of Water Resources. Groundwater level data. Available: http://wdl.water.ca.gov/gw/map/quad_map.cfm?rgpr=1170,345&qdpr=?82,64. Accessed: April 16, 2007.

California Department of Water Resources. *California Irrigation Management Information System*. Available: <http://www.cimis.water.ca.gov/cimis/welcome.jsp>. Accessed: 3/10/2008.

California Energy Commission. 2010 *Fuels and Transportation Division*. Available: <http://www.energy.ca.gov/transportation/index.html>.

California Environmental Protection Agency. 2003. Stormwater Management Program for the Mojave River Watershed. Available: http://www.waterboards.ca.gov/water_issues/programs/stormwater/swmp/mojave_swmp.pdf. August.

California Highways. n.d. *State Highway Types*. Available: <http://www.cahighways.org/stypes.html>. Accessed: July 20, 2009.

Census 2010. *Census 2010 American Fact Finder*. U.S. Census Bureau. Data available at the 2010 Census website <http://factfinder2.census.gov>. Accessed July, 2012.

County of San Bernardino Land Use Services Department Planning Division. 2009a. Applications Accepted. Last revised: April 2009. Available:<
http://www.sbcounty.gov/landuseservices/applications_accepted/2009/2009%20Apps%20Accepted.htm>. Accessed: April 14, 2009.

County of San Bernardino Land Use Services Department Planning Division. 2009b. *Public Notices - Projects*. Last revised: April 3, 2009. Available:<
<http://www.sbcounty.gov/landuseservices/Public%20Notices/Projects/Projects.htm>>. Accessed: April 14, 2009.

County of San Bernardino Land Use Services Department Planning Division. 2009c. *Weekly Environmental Determinations*. Last revised: April 12, 2009. Available:<
<http://www.sbcounty.gov/landuseservices/Public%20Notices/Env%20Determinations/2009%20Env%20Deter/Env%20Determinations%202009.htm>>. Accessed: April 14, 2009.

County of San Bernardino Land Use Services Department Planning Division. 2009d. *Weekly Environmental Impact Reports*. Last revised: April 12, 2009. Available:<
<http://www.sbcounty.gov/landuseservices/Public%20Notices/EIRs/EIRs.htm>>. Accessed: April 14, 2009.

Federal Emergency Management Agency. 2008a. *Flood Insurance Rate Map for San Bernardino County, California, and Incorporated Areas*. Panel 3,915 of 9,400. Community Panel No. 06071C3915H. Revised Date: August 28. Available: <<http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=6504141&IFIT=1>>. Accessed: June 24, 2010.

Federal Emergency Management Agency. 2008b. *Flood Insurance Rate Map for San Bernardino County, California, and Incorporated Areas*. Map Index Sheet 1 of 2. Community Panel No. 06071CIND18. Revised Date: August 28. Available: <http://map1.msc.fema.gov/idms/IntraView.cgi?ROT=0&O_X=6508&O_Y=5116&O_ZM=0.039089&O_SX=508&O_SY=400&O_DPI=400&O_TH=67164205&O_EN=67164205&O_PG=1&O_MP=1&CT=0&DI=0&WD=13017&HT=10233&JX=1077&JY=597&MPT=0&MPS=0&ACT=1&KEY=67160769&ITEM=1&PICK_VIEW_CENTER.x=465&PICK_VIEW_CENTER.y=308&R1=VIN>. Accessed: June 24, 2010.

Pavement Interactive. 2010 Organization's web site. Available:
<<http://www.pavementinteractive.org>>. Accessed: July 31, 2009.

Regional Water Quality Control Board, Region 6. 1994 *Water Quality Control Plan for the Lahontan Region North and South Basins*. Available: <http://www.swrcb.ca.gov/rwqcb6/BPlan/BPlan_Index.htm>. Accessed: April 16, 2007.

Regional Water Quality Control Board, Region 6. 2006 *Watershed Management Initiative*. Available: http://www.swrcb.ca.gov/lahontan/water_issues/programs/watershed_management/index.shtml. Accessed: June 25, 2010.

- San Bernardino County. 2003 *Stormwater Management Program for the Mojave River Watershed*. August. Available: <<http://www.cityofhesperia.us/DocumentView.aspx?DID=529>>. Accessed: June 25, 2010.
- San Bernardino County. 2007 San Bernardino County Land Use Plan General Plan Hazards Overlay Maps for Hinkley. Available: <<http://www.sbcounty.gov/landuseservices/general%20plan%20update/Mapping/2-Hazard%20Overlays%20Maps/HZ-General%20Plan%20Mapping%20Index-Tables.pdf>>. Accessed: June 22, 2010
- San Bernardino County Fire Department. 2009 *San Bernardino County Fire Department, North Desert Division*. Available: <http://www.sbcfire.org/fire_rescue/northd1.asp>. Accessed: April 9, 2009.
- San Bernardino County Sheriff's Department. 2009 *San Bernardino County Sheriff's Department, Coroner Department, Barstow Sheriff's Office*. Available: <<http://www.sbcounty.gov/sheriff/patrol/Barstow.asp>>. Accessed: October 14, 2010.
- Southern California Association of Governments. 2008 *Southern California Association of Governments Regional Transportation Plan Programmatic Environmental Impact Report*. Available: <http://www.scag.ca.gov/RTPpeir2008/pdfs/draft/2008Draft_RTPpeir_complete.pdf>.
- Southern California Association of Governments (SCAG). 2012a. Final Adopted 2012 Regional Transportation Plan. Available: <<http://www.scag.ca.gov/rtp2012/index.htm>>. Accessed: October 2012.
- Southern California Association of Governments. 2012b. Final Adopted 2012 Regional Transportation Improvement Program with Approved Amendments. Available: <[http://www.scag.ca.gov/rtip/final08/approved amendments/2012-_RTIP_STATE_Amendment1-15 and 17-26.pdf](http://www.scag.ca.gov/rtip/final08/approved%20amendments/2012-_RTIP_STATE_Amendment1-15%20and%2017-26.pdf)>. Accessed: October 2012.
- State Water Resources Control Board. 2010 Clean Water Act Section 303(d) List of Water Quality Limited Segments.. Available: <http://www.waterboards.ca.gov/lahontan/water_issues/programs/tmdl/index.shtml>. Accessed: March 18, 2013.
- URS Corporation. 2006 *Draft Environmental Impact Report, Nursery Products, Hawes Composting Facility*. State Clearinghouse No. 2006051021. Available: <<http://www.co.san-bernardino.ca.us/landuseservices/Public%20Notices/EIRs/Nursery%20Products/Draft%20EIR%20w-o%20Appendices.pdf>>. Accessed: April 16, 2007.
- U.S. Department of the Interior Bureau of Land Management. Last revised: unknown. Available: <http://www.blm.gov/ca/st/en/fo/cdd/wemo_intro.print.html>. Accessed: April 14, 2009.

U.S. Fish and Wildlife Service (USFWS). 1994. Endangered and Threatened Wildlife and Plants. Determination of Critical Habitat for the Mojave Population of the Desert Tortoise, Federal Register, 59: 5820-5866.

Appendix A **CEQA Environmental Checklist**

[this page left blank intentionally]

APPENDIX A

CEQA Environmental Checklist

08 - SBd - 58	22.2 / 31.1	08-043510 (PN 0800000010)
Dist.-Co.-Rte.	P.M/P.M.	E.A.

Supporting documentation of all CEQA checklist determinations is provided in Chapter 3 and 4 of this Environmental Impact Report/Environmental Impact Statement. Documentation of "No Impact" determinations is provided at the beginning of Chapter 3 and 4. Discussion of all impacts, avoidance, minimization, and/or compensation measures is under the appropriate topic headings in Chapter 3 and 4.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings? *	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* Impacts associated with Alternative 2, the identified Preferred Alternative for the project, would be Less Than Significant with implementation of the Mitigation Measures listed in Section 3.7.4; which are also included in Appendix E of this Environmental Document.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[this page left blank intentionally]

Appendix B **Title VI Policy Statement**

[this page left blank intentionally]

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



*Flex your power!
Be energy efficient!*

March 2013

**NON-DISCRIMINATION
POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read 'Malcolm Dougherty'.

MALCOLM DOUGHERTY
Director

Appendix C Summary of Relocation Benefits

[this page left blank intentionally]

APPENDIX C SUMMARY OF RELOCATION BENEFITS

California Department of Transportation (Caltrans) Relocation Assistance Program

RELOCATION ASSISTANCE ADVISORY SERVICES

DECLARATION OF POLICY

The purpose of this title is to establish a uniform policy for fair and equitable treatment of persons displaced as a result of federal and federally assisted programs in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole.

The Fifth Amendment to the U.S. Constitution states, "No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This Act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations, and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units

that are “decent, safe and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (For business, farm and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs, and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe and sanitary” replacement dwelling, available on the market, is offered to them by the Department.

RESIDENTIAL RELOCATION PAYMENTS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500.

If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be used (See the explanation of the Last Resort Housing Program below).

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is \$5,250. If the total entitlement for rent supplement exceeds \$5,250, the Last Resort Housing Program will be used.

In order to receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 180 days and tenants in legal occupancy prior to the Department’s initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the \$22,500 and \$5,250 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced;
- Specific arrangements needed to accommodate any family member(s) with special needs;
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family;
- Preferences in area of relocation;
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the Right-of-Way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred..

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to \$10,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses which meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$20,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any Federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization which has been refused a relocation payment by the Department relocation advisor or believes that the payment(s) offered by the agency are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans Right-of-Way. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Appendix D **Glossary of Technical Terms**

[this page left blank intentionally]

Appendix D Glossary

Active Fault: A fault that has moved recently and which is likely to move again. For planning purposes, an “active fault” is usually defined as one that shows movement within the last 11,000 years and can be expected to move within the next 100 years.

Alluvium: A general term for all detrital deposits resulting from the operations of modern rivers, thus including the sediments laid down in riverbeds, flood plains, lakes, fans at foot of mountain slopes, and estuaries.

Ambient Air Quality: The atmospheric concentration (amount in specified volume of air) of a specific compound as actually experienced at a particular geographic location that may be some distance from the source of the relevant pollutant emissions.

Ambient Noise Level: The composite of noise from all sources near and far.

Americans with Disabilities Act: The ADA was signed into law by President George Bush in 1990. Divided into four titles, it guarantees people with disabilities equal access to employment, transportation and public services, public accommodations, and telecommunications.

Archaeological: Pertaining to the material remains of past human life, culture, or activities.

Bedrock: The solid rock underlying unconsolidated surface materials.

Best Available Control Technology: The most stringent emission limit or control technique that has been achieved in practice that is applicable to a particular emission source.

Best Management Practices: The most current methods, treatments, or actions in regards to environmental mitigation responses.

California Department of Parks and Recreation: Established in 1961, it originally consisted of the statutory Divisions of Beaches and Parks, Small Craft Harbors, Recreation and Administration; it is organizationally within the Resources Agency. It is the legal name for California State Parks.

California Environmental Quality Act: A state law (PRC §21000 et al.) requiring state and local agencies to take actions on projects with consideration for environmental protection. If a proposed activity may result in a significant adverse effect on the environment, an EIR must be prepared. General plans require a “program EIR,” and park development projects require a project environmental document.

California Native Plant Society: A statewide non-profit organization of amateurs and professionals with a common interest in increasing the understanding and appreciation of California’s native plants and conserving them and their habitats through education, science, advocacy, horticulture, and land stewardship.

California Natural Diversity Database: Maintained by the California Department of Fish and Game, CNNDDB is a statewide inventory of the locations and condition of the state's rarest species and natural communities. It is a "heritage program" and is part of the National Heritage Network, a nationwide network of similar programs. The goal of CNNDDB is to provide the most current information on the state's most imperiled elements of natural diversity and to provide tools to analyze these data.

Clean Water Act: Enacted in 1972 to create a basic framework for current programs to control water pollution; it provides statutory authority for the National Pollutant Discharge Elimination System (NPDES).

Cultural Resource: A resource that exists because of human activities. Cultural resources can be prehistoric (dating from before European settlement) or historic (post-European contact).

Cumulative Impact: As defined by the state CEQA Guidelines (§15355), two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.

Demographic: Having to do with a particular characteristic of a segment of the public at large; may be connected to the group's age, the region where the group resides, a particular recreational interest, economic status, etc.

Ecology: The study of the interrelationship of living things to one another and their environment.

Ecosystem: A community consisting of all biological organisms (plant, animals, insects, etc.) in a given area interacting with the physical environment (soil, water, air) to function together as a unit of nature.

Effect/Impact: An environmental change, as defined by State CEQA Guidelines §15358:
(1) Direct or primary effects are caused by the project and occur at the same time and place;
(2) Indirect or secondary effects that are caused by the project and are late in time or farther removed in distance, but still reasonably foreseeable. Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water quality and other natural systems including ecosystems.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes. The U.S. Fish and Wildlife Service and/or the California Department of Fish and Game make this designation.

Endemic: Indigenous to, and restricted to, a particular area.

Environment: As defined in State CEQA Guidelines §15360, "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historical and aesthetic significance."

Environmental Impact Report: A report required by CEQA that assesses all the environmental characteristics of an area and determines what effects of impacts will result if the area is altered or disturbed by a proposed action. If a proposed activity may result in a significant adverse effect on the environment, an EIR must be prepared. General plans require the preparation of a “program” EIR appropriate to its level of specificity.

Environmentally Sensitive: An area in which plant or animal life or their habitats are either rare or especially valuable because of their role in an ecosystem. Such areas can be easily disturbed or degraded by human activities and developments.

Floodplain: A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one or greater chance of flooding in any given year (i.e., 100-year flood).

Floodway: The channel of a natural stream or river and portions of the floodplain adjoining the channel that are required to carry and discharge the floodwater or flood flow of any natural stream or river.

General Plan: A general plan is a legal planning document required for all cities by the State of California. A general plan lays out the future of a City’s development in general terms through a series of policy statements depicted in text and maps. A general plan provides a comprehensive framework for addressing the current and future needs of a city. All city decisions related to development, growth, infrastructure, and environmental management must be consistent with the policies contained in the General plan.

Geology: The scientific study of the origin, history, and structure of the earth.

Grade: The degree of rise or descent of a sloping surface.

Habitat: The physical location or type of environment, in which an organism or biological population lives or occurs. It involves an environment of a particular kind, defined by characteristics such as climate, terrain, elevation, soil type, and vegetation. Habitat typically includes shelter and/or sustenance.

Hydrology: Pertaining to the study of water on the surface of the land, in the soil and underlying geology, and in the air.

Impervious surface: Any material that reduces or prevents absorption of water into land.

Infrastructure: Public services and facilities such as sewage-disposal systems, water supply systems, other utility systems, and road and site access systems.

Kilowatt Hour: A measure of quantity of electrical consumption equal to the power of 1 kilowatt acting for 1 hour.

Kilowatt: A measure of the rate of electrical flow equal to 1,000 watts.

Landform: Configuration of land surface (topography).

Mitigation Measure: A measure proposed that would eliminate, avoid, rectify, compensate for, or reduce significant environmental effects (see State CEQA Guidelines §15370).

Morphology: Form and structure of a plant that is typical.

National Register of Historic Places: The official federal list of buildings, structures, objects, sites, and districts worthy of historic preservation. The register recognizes resources of local, state, and national significance. The register lists only those properties that have retained enough physical integrity to accurately convey their appearance during their period of significance.

Native Species: A plant or animal that is historically indigenous to a specific site area.

Notice of Preparation: A document stating that an EIR will be prepared for a particular project. It is the first step in the EIR process.

Office of Historic Preservation: The governmental agency primarily responsible for the statewide administration of the historic preservation program in California. Its responsibilities include identifying, evaluating, and registering historic properties and ensuring compliance with federal and state regulatory obligations.

Project: As defined by the State CEQA Guidelines § 15378, a project can be one of the following: a) activities undertaken by any public agency; b) activities undertaken by a person that are supported in whole or in part through contracts, grants, subsidies, loans or other forms of assistance from one or more public agencies; c) activities involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Public Resources Code: In addition to the State Constitution and Statutes, California Law consists of 29 codes covering various subject areas. The PRC addresses natural, cultural, aesthetic, and recreation resources of the state.

Runoff: That portion of rainfall or surplus water that does not percolate into the ground and flows overland and is discharged into surface drainages or bodies of water.

Significant Effect on the Environment: As defined by State CEQA Guidelines §15382, substantial or potentially substantial adverse change on any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to physical change may be considered in determining whether the physical change is significant.

Special-Status Species: Plant or animal species that are typically Listed (state and federal) as endangered, rare, and threatened, plus those species considered by the scientific community to be deserving of such listing.

State Historic Preservation Officer: The chief administrative officer for the OHP and is also the executive secretary of the State Historic Resources Commission.

Threatened Species: An animal or plant species that is considered likely to become endangered throughout a significant portion of its range within the foreseeable future because its prospects for survival and reproduction are in jeopardy from one or more causes.

Topography: Graphic representation of the surface features of a place or region on a map, indicating their relative positions and elevations.

Watershed: The total area above a given point on a watercourse that contributes water to the flow of the watercourse; entire region drained by a watercourse.

[this page left blank intentionally]

Appendix E **Avoidance, Minimization, and/or Mitigation Measures Summary**

[this page left blank intentionally]

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/**FED**)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
Section 3.3. Human Environment—Farmlands/Timberlands											
FA-1: The implementation of a TMP (refer to Section 3.6, <i>Traffic and Transportation/Pedestrian and Bicycle Facilities</i>) and dust control measures (refer to Section 3.14, <i>Air Quality</i>) would minimize construction impacts. The following elements will be major components of the project TMP: <ul style="list-style-type: none">public awareness campaign particularly related to the scheduling of work;construction zone enforcement enhancement program;use of portable changeable message signs;advance information signing that will communicate date, time, and duration of ramp closures; andpreparation of temporary detour plans, if needed, during the plans, specifications, and estimates phase of the project.	3.3-9		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
FA-2: Caltrans shall consult with San Bernardino County, California Department of Conservation, and NRCS during the Design and Right of Way phases of the project, regarding the compensation ratio or measures addressing impacted farmland, to determine if an alternative compensation ratio or measure(s) is identified by any of these agencies. The project’s impact would be minimized with the purchase of an agricultural conservation easement of comparative quantity and quality to the farmland converted within the project limits.	3.3-9		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior)/ District Right of Way	Final Design							
FA-3: Caltrans will minimize disruption to farm operations to properties impacted by closure of current direct access to SR-58. Alternative access would be provided to all properties not acquired and otherwise affected by the project.	3.3-10		Senior Transportation Engineer (Design Senior) / District Right of Way / Resident Engineer / Contractor	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
FA-4: If it is determined during the Final Design phase of the project that a parcel zoned for agricultural activity is anticipated to only involve potential partial acquisition, in addition to all applicable real property acquisition requirements being satisfied, the commitment(s) of Measure FA-2 above will be implemented to the fullest extent possible.	3.3-10		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) / District Right of Way	Final Design							
Section 3.4. Human Environment—Community Impacts											
CI-1: A Construction Management Plan and a Transportation Management Plan would be prepared for the project and include coordination efforts that would inform the community about project activities, maintain access to and from the project area during construction, minimize construction-period traffic, control glare, dust, and noise (see Section 3.3, Farmland; Section 3.5, Utilities; Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities; Section 3.7, Visual/Aesthetics; Section 3.14, Air Quality; and Section 3.15, Noise and Vibration). Measures to minimize construction impacts in these sections, also apply to minimizing permanent community cohesion/character impacts.	3.4-19		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Preliminary Engineering / Final Design / Construction							
CI-2: Pedestrian design features shall be incorporated wherever feasible on the relinquished portion of SR-58, including providing sidewalks along the Lenwood and Hinkley overcrossings, striping all crosswalks, and constructing curb ramps at all new intersections.	3.4-19		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior)	Final Design							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (*DED/FED*)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
CI-3: To address bypass impacts, during Final Design, Caltrans will coordinate with the community and County regarding the possibility of placing a <i>Welcome</i> sign at both ends of the expressway with brief information encouraging visitors to visit services offered in Hinkley.	3.4-19		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) / District Landscape Architect / Resident Engineer / Contractor	Final Design / Construction							
CI-4: Early in the Final Design Phase, every effort will be made to further minimize the amount of right of way needed for the facility, and to further minimize community and environmental impacts in accordance with Directors Policy Number DP-22: Context Sensitive Solutions.	3.4-19, 3.4-44		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) / District Right of Way	Early Design / Construction							
CI-5: For permanent impacts to community character, Visual Measures AES-1 through AES-8; and Farmland Measures FA-1 through FA-4 are also designed to minimize impacts.	3.4-19		Senior Environmental Planner (Generalist) / District Landscape Architect / Senior Transportation Engineer (Design Senior) / District Right of Way / Resident Engineer / Contractor	Preliminary Engineering / Construction							
CI-6: All relocation activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources will be available to all displaced without discrimination.	3.4-45		District Right of Way	Final Design							
CI-7: For impacts to agricultural business and dairies, every effort will be made during Final Design and Construction to minimize impacts to these, in an effort to allow them to continue operation with as little disruption as possible.	3.3-10, 3.4-45		Senior Transportation Engineer (Design Senior) / District Right of Way	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/~~FED~~)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
Section 3.5. Human Environment—Utilities/Emergency Services											
UT-1: Caltrans will coordinate all utility relocation work with the affected utility companies to ensure minimum disruption to customers in the service areas during construction,	3.5-9		Senior Transportation Engineer (Design Senior)/ District Right of Way / Resident Engineer / Contractor	Final Design / Construction							
Section 3.6. Human Environment—Traffic and Transportation/Pedestrian and Bicycle Facilities											
TR-1: Caltrans will prepare a TMP to ensure efficient movement of local and regional traffic during construction. The TMP and the construction plans will be provided to community agencies, such as the fire department, prior to project commencement. The information provided will include access and traffic management plans detailing any projected temporary street closures or expected traffic delays due to construction vehicles using the roadways. The following elements will be major components of the project TMP:	3.5-9, 3.6-11		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) / Traffic Manager / Resident Engineer / Contractor	Final Design / Construction							
TR-1a: public awareness campaign particularly related to the scheduling of work;	3.5-9, 3.6-11		Senior Environmental Planner (Generalist) / Traffic Manager / Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
TR-1b: construction zone enforcement enhancement program (COZEEP);	3.5-9, 3.6-11		Senior Environmental Planner (Generalist) / Traffic Manager / Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
TR-1c: use of portable changeable message signs (PCMS);	3.5-9, 3.6-11		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) Traffic Manager / Resident Engineer / Contractor	Final Design / Construction							
TR-1d: advance information signing that will communicate date, time, and duration of ramp closures;	3.5-9, 3.6-11		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) Traffic Manager / Resident Engineer / Contractor	Final Design / Construction							
TR-1e: closures will be planned to minimize impacts to local circulation to the maximum extent feasible; and	3.5-9, 3.6-11		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) / Traffic Manager / Resident Engineer / Contractor	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/~~FED~~)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
TR-1f: preparation of temporary detour plans, if needed, during the plans, specifications, and estimates (PS&E) phase of the project.	3.6-11		Senior Environmental Planner (Generalist) / Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
TR-2: Frontage road intersections will be constructed a minimum of 500 feet from the proposed Hinkley I/C, if the project were to be constructed utilizing Alternative 3 or Alternative 4.	3.6-11		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction					Alt. 2 has been identified as the Preferred Alternative. No frontage roads will be constructed.		
TR-3: Additional motorist information strategies such as portable changeable message signs would be deployed along both approaches of the highway to inform local as well as non-local drivers during construction.	3.6-11		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
Section 3.7. Human Environment—Visual/Aesthetics											
AES-1: All lighting used for the project will be directional, directing light to the highway facility and away from homes and habitats to minimize glare (directional lighting) impacts to the night sky, and to minimize affecting background sky views. Glare (directional lighting) shields would be used.	3.7-30		District Landscape Architecture / Resident Engineer / Contractor	Preliminary Engineering / Construction							
AES-2: Detention basins and bioswales will be designed and addressed as visually integrated elements of the landscape planting. Contour grading of basins will minimize the visual impact by blending with the surrounding natural landscape features.	3.7-30		District Landscape Architecture / Resident Engineer / Contractor	Preliminary Engineering / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
AES-3: Bridge structures shall be pigmented an earth tone that is compatible with the native soil color within the project limits to mitigate visual impacts.	3.7-30		Senior Transportation Engineer (Design Senior) / District Landscape Architecture / Resident Engineer / Contractor	Preliminary Engineering / Construction							
AES-4: Native plantings shall be used to minimize the visual impact of the highway and associated detention basins. Drought tolerant native trees and shrubs will be planted at appropriate locations, especially near the drainage basins, and at the two proposed interchanges to soften the structures. These interchanges would become the gateways into the community, and will be landscaped to mitigate visual impacts. Inert materials will also be considered where appropriate to beautify these areas and reduce erosion and to mitigate visual impacts.	3.7-30		Senior Transportation Engineer (Design Senior)/ District Landscape Architecture / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Preliminary Engineering / Construction							
AES-5: The berm located on the west side of the project area shall be graded and vegetated to reflect the natural terrain to mitigate visual impacts.	3.7-31		Senior Transportation Engineer (Design Senior)/ District Landscape Architecture / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Preliminary Engineering / Construction							
AES-6: Where possible, concrete drainage ditches would be avoided in favor of soft-bottom ditches to reduce urbanizing elements, and to encourage infiltration and vegetation growth to minimize visual impacts. Where required, concrete ditches will be pigmented to blend with adjacent soil to mitigate visual impacts.	3.7-31		Senior Transportation Engineer (Design Senior)/ District Landscape Architecture / Senior	Preliminary Engineering / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
			Environmental Planner (Biological Studies) / Resident Engineer / Contractor								
AES-7: Erosion Control: all disturbed soil areas will be treated with erosion control measures, including seeding with native plant/native grass seeds to minimize visual impacts. The measures identified in GEO-2 (#6, Erosion) will be incorporated in conjunction with implementing this measure.	3.7-31		Senior Transportation Engineer (Design Senior) / District Landscape Architecture / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Preliminary Engineering / Construction							
AES-8: To address impacts relating to cohesion/rural character, and the bisecting of the community by the facility, design efforts will be made to minimize the visual impact by providing linkage across the facility, such as sidewalks on the interchanges, to encourage pedestrians, and bicyclists in the community, to cross the facility.	3.7-31		Senior Transportation Engineer (Design Senior) / District Landscape Architecture / District Environmental / Resident Engineer / Contractor	Preliminary Engineering / Construction							
AES-9: The Construction Management Plan will include efforts to minimize visual impacts to the community to the extent feasible.	3.7-31		Senior Transportation Engineer (Design Senior) / District Landscape Architecture / Resident Engineer / Contractor	Preliminary Engineering / Construction							
AES-10: The Transportation Management Plan will include efforts to minimize visual impacts to the community to the extent feasible.	3.7-31		District Landscape Architecture / Resident Engineer / Contractor	Preliminary Engineering / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/~~FED~~)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance		
										YES	NO	
Section 3.8. Human Environment—Cultural Resources												
CR-1: If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	3.8-7		Senior Environmental Planner (Cultural Studies) / Resident Engineer / Contractor	Final Design / Construction								
CR-2: If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the MLD. At this time, the person who discovered the remains will contact the District 8 Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.	3.8-7		Senior Environmental Planner (Cultural Studies) / Resident Engineer / Contractor	Final Design / Construction								
CR-3: All provisions from the MOA and DRP for this project will be implemented.	3.8-8		Senior Environmental Planner (Cultural Studies) / Resident Engineer / Contractor	Final Design / Construction								
CR-4a: Prior to construction, buried site testing will be performed to further define the boundaries of the “sensitive areas.” The buried site testing will include a geo-archaeological analysis of the potential for the presence of buried subsurface deposits.	3.8-8		Senior Environmental Planner (Cultural Studies) / Resident Engineer / Contractor	Construction								
CR-4b: An Osteologically-Trained Archaeological Monitor(s) shall be present during all ground disturbing construction activities in sensitive areas, which will be defined after the buried site testing	3.8-8		Senior Environmental Planner (Cultural Studies) / Resident Engineer /	Construction								

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
and before completion of final design. In the event that additional cultural deposits are uncovered during construction operations, the archaeological monitor shall be empowered to halt or divert work in the vicinity of the find until the archaeologist is able to determine the nature and the significance of the discovery.			Contractor								
CR-5: A Native American monitor(s) shall be present during all ground disturbing construction activities in sensitive areas, which will be defined before completion of final design.	3.8-8		Senior Environmental Planner (Cultural Studies) / Resident Engineer / Contractor	Construction							
Section 3.9. Physical Environment—Hydrology and Floodplains											
HF-1: The project shall be designed so that storm water flows shall not overtop the roadway section.	3.9-19		Senior Transportation Engineer (Design Senior) / District Hydraulics Senior Engineer / Resident Engineer / Contractor	Final Design / Construction							
HF-2: In several locations, detention basins shall be constructed to reduce peak discharge to the point where it will not overtop the road and be adequate at conveying the 100-year design flood.	3.9-19		Senior Transportation Engineer (Design Senior) / District Hydraulics Senior Engineer / Resident Engineer / Contractor	Final Design / Construction							
HF-3: Channels and ditches shall be used to collect and convey flows into one main flow, or into a detention basin, which may have a single outlet or multiple outlets, before it crosses the road.	3.9-19		Senior Transportation Engineer (Design Senior) / District Hydraulics Senior Engineer / Resident Engineer / Contractor	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
HF-4: For maintenance considerations, culverts shall be between 36 and 54 inches in diameter. Circular culverts shall be used whenever possible, as box culverts are more susceptible to sediment deposition in the flow line.	3.9-19		Senior Transportation Engineer (Design Senior)/ District Hydraulics Senior Engineer/Resident Engineer/ Contractor	Final Design / Construction							
HF-5: Culverts in the part of the project area, where it is very flat and there are no flow lines that approach the new alignment, may require training dikes to concentrate flow into the inlet. Exact size and location will be determined during the project's final design phase in the final drainage report.	3.9-19		Senior Transportation Engineer (Design Senior) / District Hydraulics Senior Engineer / Resident Engineer / Contractor	Final Design / Construction							
HF-6: All culverts shall be constructed with their inverts on natural ground approximating the gradient flow line they are to serve. Placement in such a manner helps prevent bed load deposition in the culvert.	3.9-19		Senior Transportation Engineer (Design Senior) / District Hydraulics Senior Engineer / Resident Engineer / Contractor	Final Design / Construction							
HF-7: All culverts shall be designed for the 100-year Antecedent Moisture Condition (AMC) II storm. The project area is entirely within a desert area.	3.9-19		Senior Transportation Engineer (Design Senior) / District Hydraulics Senior Engineer / Resident Engineer / Contractor	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
HF-8: With the inclusion of 33 culverts that will disperse the water pressure and concentration of flows, water velocities at the culvert outlets are expected to be limited to ten feet per second in order to prevent excessive scour. Exact size and location will be determined during the project's final design phase in the final drainage report.	3.9-19		Senior Transportation Engineer (Design Senior) / District Hydraulics Senior Engineer / Resident Engineer / Contractor	Final Design / Construction							
Section 3.10. Physical Environment—Water Quality and Storm Water Runoff											
WQ-1: As described previously, the project would comply with the provisions of Statewide NPDES permit. The BMPs, as described in Section 3 of the Caltrans' Statewide SWMP (Caltrans 2003b) and the Project Planning and Design Guide, have been evaluated and are currently being incorporated into the project's engineering plans and specifications. Design pollution prevention BMPs are selected to reduce post-construction discharges. Treatment BMPs are designated to remove certain pollutants. Construction site BMPs would be incorporated in the SWPPP and implemented during the construction period.	3.10-11		Senior Transportation Engineer (Design Senior) / District NPDES Coordinator / Resident Engineer / Contractor	Final Design / Construction							
WQ-2: The contractor would be responsible for preparing a SWPPP according to Caltrans' standards, incorporating all BMPs in the contract plans, and amending these plans during the course of construction as necessary. The Resident Engineer would review and approve the SWPPP. The general contractor would also implement, inspect, and maintain all measures with oversight by the Resident Engineer.	3.10-11		Senior Transportation Engineer (Design Senior) / District NPDES Coordinator / Resident Engineer / Contractor	Final Design / Construction							
WQ-3: To minimize potential impacts on water quality, BMPs would be implemented as outlined in the project's engineering plans and specifications. All necessary BMPs would be implemented so that the construction practices avoid excessive	3.10-11		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (*DED/FED*)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
							YES	NO			
erosion and sedimentation, prevent off-site contamination by construction materials, reduce stormwater discharges from the construction site, and reduce impacts on waterways once the project is completed.											
WQ-4: Table 1-1 of the Caltrans’ Construction Site Best Management Practices Manual (Caltrans 2003b) and/or the Caltrans’ Storm Water Quality Handbooks, Project Planning and Design Guide (Caltrans 2010h) include the following BMPs: <ul style="list-style-type: none">temporary soil stabilization,temporary sediment control,tracking control,non-stormwater management,waste management, andmaterials pollution control. At a minimum, the contractor would implement all of the appropriate BMPs under the minimum requirement column of Table 1-1 of the Caltrans’ Construction Site Best Management Practices Manual (Caltrans 2003b) and/or the Caltrans’ Storm Water Quality Handbooks, Project Planning and Design Guide (Caltrans 2010h). Upon completion of the final engineering and design plans, specific BMPs would be identified and implemented to protect water quality. Such BMPs would be implemented by the contractor through the SWPPP. The plan would also include post-construction erosion control measures such as re-vegetation of disturbed soil areas.	3.10-11		Senior Transportation Engineer (Design Senior)/ District NPDES Coordinator / Resident Engineer / Contractor	Final Design / Construction							
WQ-5: Caltrans will ensure that the Lahontan Regional Water Quality Control Board (RWQCB) is kept current regarding the development of the project during the Final Design phase including	3.10-12		Senior Transportation Engineer (Design Senior) / Senior	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
transmittal of copies of design plans.			Environmental Planner (Generalist)/ Resident Engineer / Contractor							
Section 3.11. Physical Environment—Geology/Soils/Seismic/Topography										
GEO-1: Earthwork in the project area shall be performed in accordance with the latest edition of Caltrans' Standard Specifications.	3.11-10		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction						
GEO-2: During grading and site preparation, all onsite earthwork would be performed in accordance with the recommendations contained in Section 12.0, Geotechnical Considerations and Section 15.0 Preliminary Recommendations of the Preliminary Geotechnical Report, the Caltrans' Standard Specifications, which include the following:	3.11-10		Senior Transportation Engineer (Design Senior) / District Landscape Architect / Resident Engineer / Contractor	Final Design / Construction						
GEO-2(1): Cut slope. Cut slope for this project shall be 1:1.5 (V:H) or flatter. For planning purposes, the earthwork factor is 1.3 for rock cuts, and 1.05 for cut in alluvium.	3.11-11		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction						
GEO-2(2): Grading Factor. A value of 1.3 for earthwork factor in the rock cuts and a value of 1.05 for cuts in alluvium are recommended. These values may be adjusted based on further field exploration and laboratory testing.	3.11-11		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction						
GEO-2(3): Embankment. Embankment slope shall be 1:2 (V:H) or flatter. Where the future embankment will be constructed across natural drainage courses, 0.5 feet of alluvium shall be sub-excavated (over-excavated) from the embankment culvert foundation area and replaced as compacted fill. Embankment	3.11-11		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
foundations shall be prepared in accordance with Section 19 of the Standard Specifications. Where embankment foundations cross existing cultivated land, the embankment foundation shall be subexcavated 2.6 feet and restored to grade with compacted fill. The recommendation may be modified or deleted based on supplement exploration and testing for the Geotechnical Design Report. Embankment foundations areas disturbed by building demolition or basement backfilling operations should be over excavated and restored with compacted fill.											
GEO-2(4): Excavation Technique. Excavation can be accomplished by conventional technique for this project, except for the cut sections from the rock area on western part the proposed project. This crystalline rock mass contains a weathered horizon that appears rippable to a depth of 7 feet below the top of the rock. At depth between 7 and 46 feet, the rock will require difficult ripping and/or light blasting. Rock excavated below 46 feet will likely require blasting.	3.11-11		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
GEO-2(5a): Structure Foundations—Retaining wall. The wall foundation soils should be sub-excavated and restored as compacted fill; either a Type 1 or Type 2 Standard Plan retaining wall can be used. Alternatively a Mechanically Stabilized Embankment (MSE) wall could be used. The MSE walls are more tolerable to settlement; subexcavation and recompaction of the foundation soils would be more significantly reduced or eliminated. For planning purposes assume that no subexcavation for an MSE wall.	3.11-11		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
GEO-2(5b): Structure Foundations—During preparation of the Geotechnical Design Report, bulk samples will be taken from the proposed sub-excavated area for laboratory compaction, remolded,	3.11-11		Senior Transportation Engineer (Design Senior) / Resident Engineer /	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
direct shear, sieve analysis, and sand equivalent testing. This data will be used to analyze the bearing capacity, external stability, and suitability of on-site soils as structure backfill.			Contractor								
GEO-2(6a): Erosion—Vegetate and mulch the slope surface and include the use of erosion protection coverings. Specifications would require the embankment construction to be done in phases, with completed slopes covered following each phase of grading. The Preliminary Geotechnical Design Report defers to the District Landscape Architect for techniques, specifications, and materials in vegetating slopes.	3.11-11		Senior Transportation Engineer (Design Senior) / District Landscape Architect / Resident Engineer / Contractor	Final Design / Construction							
GEO-2(6b): Erosion—Time the embankment construction to minimize soil exposure. Precipitation is a key factor in slope erosion. If possible, it would be best not to perform embankment construction during the relatively wet season. Embankment could be constructed during late spring to early summer months and vegetated/mulched prior to the rainy season.	3.11-11		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
GEO-2(6c): Divert runoff away from slope surface. Use a combination of pavement cross-slope and AC dikes to prevent flow over the toe of the slope.	3.11-12		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
GEO-2(6d): Roughen the slope surface by applying salvaged topsoil (with vegetation) from the clearing and grubbing operation. This would reduce the runoff velocity and enhance the growth of native vegetation.	3.11-12		Senior Transportation Engineer (Design Senior) / District Landscape Architect / Resident Engineer / Contractor	Final Design / Construction							

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)		Remarks	Environmental Compliance	
										YES	NO
GEO-2(6e): Armor the slope using rock fragments derived from blasting/cutting the cut slopes section on the west side of the proposed alignment.	3.11-12		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
GEO-2(6f): Build "zoned" embankments such that the sides of the embankments are equipment width "shells" of rock fill derived from cutting the hard rock segments of the projects.	3.11-12		District Landscape Architect / Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
GEO-2(7): Hazardous Wastes. Water required for construction purposes would not be taken from existing or constructed groundwater wells within the project limits due to the presence of Hexavalent Chromium (Chrom VI) in the groundwater and soils.	3.11-12		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
GEO-2(8): Excavation Techniques. Excavations can be accomplished by conventional techniques for this project, except for the section of Alternative 2 between PM 23.0 and PM 24.1 where rock excavated below a depth of 46 feet will likely require blasting. If blasting is not viable, then realignment may be considered.	3.11-12		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
GEO-2(9): Settlement. Consolidation tests to further review the primary consolidation estimates for the higher embankment as well as the potential for collapsible soils will be needed.	3.11-12		Senior Transportation Engineer (Design Senior) / Resident Engineer / Contractor	Final Design / Construction							
Section 3.12. Physical Environment—Paleontology											
PA-1: Grading, excavation and other surface and subsurface excavation in the RSA have potential to impact significant nonrenewable fossil resources of Pleistocene age. The PMP will be	3.12-4		Senior Transportation Engineer (Design Senior) / Senior	Final Design / Construction							

Appendix E: Environmental Commitments Record

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)

☐ PS&E Submittal

☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
prepared, by a qualified paleontologist, prior to completion of the Plans, Specifications, and Estimates phase of this project once specific information about excavation locations and depth is available and monitoring efforts can be properly estimated. The PMP will detail the measures to be implemented and shall include, at a minimum, the following elements:			Environmental Planner (Paleontological Studies) / Resident Engineer / Contractor							
PA-1.1: Required 1-hour preconstruction paleontological awareness training for earthmoving personnel, including documentation of training such as sign in sheets, and hardhat stickers, to establish communications protocols between construction personnel and the Principal Paleontologist.	3.12-4		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Paleontological Studies) / Resident Engineer / Contractor	Final Design / Construction						
PA-1.2: A signed repository agreement with the San Bernardino County Museum to establish a curation process in the event of sample collection.	3.12-4		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Paleontological Studies) / Resident Engineer / Contractor	Final Design / Construction						
PA-1.3: Monitoring, by a Principal Paleontologist, of Quaternary Older Alluvium of the Pleistocene Epoch during excavation.	3.12-4		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Paleontological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (*DED/FED*)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
PA-1.4: Field and laboratory methods that meet the curation requirements of the San Bernardino County Museum will be implemented for monitoring, reporting, collection, and curation of collected specimens. Curation requirements are available for the public review at the San Bernardino County Museum.	3.12-4		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Paleontological Studies) / Resident Engineer / Contractor	Final Design / Construction						
PA-1.5: All elements of the PMP will follow the PMP Format published in the Caltrans Standard Environmental Reference (Caltrans 2003).	3.12-4		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Paleontological Studies) / Resident Engineer / Contractor	Final Design / Construction						
PA-1.6: A Paleontological Mitigation Report discussing findings and analysis will be prepared by a Principal Paleontologist upon completion of project earthmoving. The report will be included in the Environmental project file and also submitted to the curation facility.	3.12-4		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Paleontological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
Section 3.13. Physical Environment—Hazardous Waste/Materials										
HAZ-1: Proper removal and disposal of all stained pole-mounted transformers and evaluation of all soil beneath the cracked/stained units prior to project construction will be conducted.	3.13-40		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
HAZ-2: All soil excavations conducted on-site will be monitored by the construction contractor for visible soil staining, odor, and the possible presence of unknown hazardous-material sources, such as buried 55-gallon drums and underground tanks.	3.13-40		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
HAZ-3: For structures within the right of way that require demolition, an Asbestos Pre-Demolition Survey will be completed prior to the disturbance of building materials to determine the asbestos content. A certified asbestos contractor will be retained to abate any identified ACM in accordance with all applicable laws, including OSHA guidelines.	3.13-40		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Right of Way / Resident Engineer / Contractor	Final Design / Construction						
HAZ-4: In the event that ACM not identified in the asbestos study are uncovered during demolition/renovation activities, the contractor must stop work and have these materials tested for asbestos content. Any demolition or renovation of a structure will	3.13-40		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/**FED**)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
require notification and submittal of fees to the Mojave Desert Air Quality Management District (MDAQMD) at least 10 days prior to proceeding with demolition work; failure to do so may result in being fined for regulatory non-compliance.			(Environmental Engineering) / Resident Engineer / Contractor							
HAZ-5: Prior to demolition, a geophysical survey of affected properties will be conducted in order to investigate the potential for underground features and hazardous materials storage.	3.13-40		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Right of Way / Resident Engineer / Contractor	Final Design / Construction						
HAZ-6: Shallow soil sampling for petroleum, volatile organic compounds, metals, and PCBs will be conducted, as determined necessary by the District Hazardous Waste Coordinator, near identified drum storage and debris-covered areas within the design and construction limits required for constructing the identified Preferred Alternative. All sampling for the above identified materials will be completed prior to the conclusion of the Final Design (Plans, Specifications, and Estimates) Phase of this project. The specifications prepared for constructing this project and/or the Project's Environmental Commitments Record will be updated as needed, based on the results of all sampling. The handling, transport, and disposal of soil determined to exceed maximum concentration levels for petroleum, volatile organic compounds, and metals will be performed in accordance with all applicable State and Federal regulations.	3.13-40		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Right of Way / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (*DED/FED*)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
HAZ-7: The handling, transport and disposal of soil determined to exceed maximum concentration levels for hexavalent chromium will be performed in accordance with all applicable regulations, federal/OSHA standards, Title 22, CCR, Caltrans requirements as stated in Section 7-109 Solid Waste Disposal and Recycling Reporting Caltrans Construction Manual, and the Site Safety Plan prepared for the project.	3.13-41		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Right of Way / Resident Engineer / Contractor	Preliminary Engineering / Final Design / Construction						
HAZ-8: Due to the possible presence of elevated lead concentrations within the yellow thermoplastic and yellow-painted traffic stripes along the existing highway, it is recommended to include special provisions to require the Contractor to properly manage removed stripe and pavement markings as a hazardous waste and to have and implement a lead compliance plan prepared by a Certified Industrial Hygienist (CIH).	3.13-41		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
HAZ-9: Caltrans Waste Management and Materials Pollution Control BMPs—Material Delivery and Storage and Material Use. Thermoplastic waste will be disposed of in accordance with Standard Specification 14-11.07. Environmental Rules and Requirements as outlined in the Caltrans Construction Manual—7-103D (1) Caltrans & Contractor Designated Disposal, Staging, and Borrow Sites—will be followed and/or implemented.	3.13-41		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
HAZ-10: A Site Safety Plan, which addresses the management of potential health and safety hazards to workers and the public, will be prepared and implemented prior to initiation of the construction activities. Instructions, guidelines, and requirements for handling hazardous materials to ensure employee safety as	3.13-41		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) /	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (*DED/FED*)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
provided in Chapter 16, "Hazardous Materials Communication Program," of the Caltrans' Safety Manual will be included in the Site Safety Plan.			Resident Engineer / Contractor							
HAZ-11: Wastes and petroleum products used during construction will be collected, transported, and removed from the project site in accordance with RCRA regulations, federal/OSHA standards, including: Waste Management and Materials Pollution Control BMPs- Spill Prevention and Control, Materials and Waste Management BMP, Hazardous Waste Management. All hazardous waste will be stored, transported, and disposed as required in Title 22, CCR, Division 4.5 and 49 CFR 261-263, and Caltrans requirements as stated in Section 7-109 Solid Waste Disposal and Recycling Reporting Caltrans Construction Manual.	3.13-41		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
HAZ-12: Caltrans will continue to coordinate with PG&E and the Lahontan Regional Water Quality Control Board (RWQCB) in all aspects of the abandonment and reinstallation of all wells associated with the PG&E hexavalent chromium cleanup effort, which are located within the design and construction limits of the identified Preferred Alternative. All aspects of the abandonment and reinstallation of all wells associated with the PG&E hexavalent chromium cleanup effort will be completed prior to the conclusion of the Final Design (Plans, Specifications, and Estimates) Phase. All field work specific to the abandonment and reinstallation of all wells associated with the PG&E hexavalent chromium cleanup effort will be performed by contractors responsible to PG&E. Any well that PG&E is responsible for will not be relocated or deactivated in place until the Lahontan RWQCB specifically grants approval.	3.13-41		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Senior Environmental Planner (Generalist) / District Right of Way / Resident Engineer / Contractor	Preliminary Engineering / Final Design / Construction						

Appendix E: Environmental Commitments Record

Date of approved ED:
June 2013
Project Phase:
☒ PA/ED (DED/FED)
☐ PS&E Submittal
☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58
PM 22.2 / 31.1
EA 08-043510
PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
HAZ-13: A Lead Compliance Plan shall be prepared under Section 7-1.02K of the Caltrans' Standard Specifications. The Lead Compliance Plan shall include provisions regarding use of earth material. If earth material will be relinquished to the Contractor, concentration levels of lead and depth of earth material in which lead has been detected will be disclosed. If earth material will not be relinquished to the contractor, all excavated earth material with lead, typically found within the top two feet of material in unpaved areas of the highway, will be reused within the project limits.	3.13-42		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
HAZ-14: Earth material containing lead will be handled according to all applicable laws, rules, and regulations, including those of the following agencies: (1) Cal/OSHA, (2) California Regional Water Quality Control Board, Region 6 – Lahontan and (3) California Department of Toxic Substances Control.	3.13-42		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
HAZ-15: If earth material is disposed of: (1) It shall be disposed of under 3-708 of the Caltrans Construction Manual, "Disposal of Material Outside the Highway Right of Way." (2) Lead concentration of the earth material will be disclosed to the receiving property owner when obtaining authorization for disposal on the property. (3) The receiving property owner's acknowledgment of lead concentration disclosure in the written authorization for disposal shall be obtained. (4) Contractor is responsible for any additional sampling and analysis required by the receiving property owner.	3.13-42		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
HAZ-16: If a commercial landfill will be used to dispose earth material: (1) Earth material will be transported to a Class III or Class II landfill appropriately permitted to receive the material and (2) Contractor is responsible for identifying the appropriately permitted landfill to receive the earth material and for all associated trucking and disposal costs including any additional sampling and analysis required by the receiving landfill. If hazardous waste material is discovered during construction, such material must be transported under manifest to a permitted Class 1 disposal facility.	3.13-42		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
HAZ-17: For APN 0494-312-26, soil accumulated within a trench drain associated with an equipment maintenance wash-down slab drain reported elevated levels of cadmium, lead, and TPH. The trench drain and clarifier materials will be removed and disposed of appropriately by a qualified contractor. Geophysical studies and investigative potholing will be conducted prior to demolition to confirm that the underground storage tank has been removed and potential for environmental releases avoided.	3.13-42		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
Section 3.14. Physical Environment—Air Quality										
AQ-1: Caltrans will require implementation of effective and comprehensive avoidance and minimization measures, as detailed in the Caltrans' Standard Specifications, Sections 14-9.02 (Air Pollution Control) and 14-9.03 (Dust Control), and MDAQMD Rule 403.2 (Fugitive Dust Control). Measures to reduce exhaust emissions specified in Section 14-9.02 (Air Pollution Control) may include but are not limited to the following:	3.14-16		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						

Appendix E: Environmental Commitments Record

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)

☐ PS&E Submittal

☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
AQ-1a: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would have their engines turned off when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.	3.14-16		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
AQ-1b: All equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.	3.14-16		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
AQ-1c: Use electricity from power poles, rather than temporary diesel or gasoline powered generators if or where feasible.	3.14-16		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
AQ-1d: Use on-site mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane, or butane) as feasible.	3.14-16		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/**FED**)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
AQ-1e: Develop a construction traffic management plan that includes, but is not limited to: (1) consolidating truck deliveries; (2) providing a rideshare or shuttle service for construction workers; and (3) providing dedicated turn lanes for movement of construction trucks and equipment on-and off-site.	3.14-16		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering / Resident Engineer / Contractor	Final Design / Construction						
Measures to reduce particulate emissions specified in Section 14-9.03 (Dust Control) may include but are not limited to the following: AQ-1f: Prevent and alleviate dust by applying water, dust palliative, or both under section 14-9.02 and by covering active and inactive stockpiles as stipulated under Sections 13-4.03C(3) and 14-9.02 of the Standard Specifications. Application of water would be in accordance with Section 17 of the Standard Specifications. For compacting embankment material, subbase, base, and surfacing material and for dust control, apply water with the appropriate equipment to ensure that uniform application of water. Application of dust palliative under would be in accordance with Section 18. Monitor air quality and provide dust control measures to limit dust below nuisance levels as described under Section 14-9 of the Standard Specifications. Dust control binders or dust palliative must be either miscible in water or a material that is directly applied to the surface without mixing with water.	3.14-17		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor							
Measures to reduce particulate emissions specified in MDAQMD Rule 403.2 (Fugitive Dust Control) include the following. The owner or operator of any construction/demolition source shall: AQ-1g: Use periodic watering for short-term stabilization of	3.14-17		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/**FED**)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
disturbed surface area to minimize visible fugitive dust emissions. For purposes of this rule, use of a water truck to maintain moist disturbed surfaces and actively spread water during visible dusting episodes shall be considered sufficient to maintain compliance;			(Environmental Engineering) / Resident Engineer / Contractor							
AQ-1h: Take actions sufficient to prevent project-related trackout onto paved surfaces;	3.14-17		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
AQ-1i: Cover loaded haul vehicles while operating on publicly maintained paved surfaces;	3.14-17		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
AQ-1j: Stabilize graded site surfaces upon completion of grading when subsequent development is delayed or expected to be delayed more than 30 days, except when such a delay is due to precipitation that dampens the disturbed surface sufficiently to eliminate visible fugitive dust emissions;	3.14-17		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/~~FED~~)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
AQ-1k: Clean-up project-related trackout or spills on publicly maintained paved surfaces within 24 hours; and	3.14-17		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
AQ-1l: Reduce nonessential earth-moving activity under high wind conditions. For purposes of this rule, a reduction in earth-moving activity when visible dusting occurs from moist and dry surfaces due to wind erosion shall be considered sufficient to maintain compliance.	3.14-17		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / Resident Engineer / Contractor	Final Design / Construction						
Section 3.15. Physical Environment—Noise and Vibration										
NOI-1: To reduce noise levels from construction to the extent that is technically feasible and avoid unnecessary annoyance from construction noise, the construction noise control measures listed below will be implemented.	3.15-74		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Environmental / Resident Engineer / Contractor	Final Design / Construction						
NOI-1a: To the extent practicable, avoid using construction equipment or any other activity that could generate high noise levels near homes. If nighttime construction is required, the community will be advised.	3.15-74		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer	Final Design / Construction						

Appendix E: Environmental Commitments Record

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (*DED/FED*)

☐ PS&E Submittal

☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
			(Environmental Engineering) / District Environmental / Resident Engineer / Contractor							
NOI-1b: Place maintenance yards, batch plants, haul roads, and other construction-oriented operations in locations that would be the least disruptive to the community.	3.15-74		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Environmental / Resident Engineer / Contractor	Final Design / Construction						
NOI-1c: Hold community meetings to explain to area residents the construction work, time involved, and control measures to be taken to reduce the impact of construction work, as appropriate.	3.15-75		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Environmental / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (*DED/FED*)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
NOI-1d: Schedule the timing and duration of construction activities to minimize noise impacts at noise-sensitive locations.	3.15-75		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Environmental / Resident Engineer / Contractor	Final Design / Construction						
NOI-1e: As practicable, use noise-attenuating "jackets" or portable noise screens to provide shielding for pavement breaking, jack hammering, or other similar activities when work is close to noise-sensitive areas.	3.15-75		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Environmental / Resident Engineer / Contractor	Final Design / Construction						
NOI-1f: Comply with the Caltrans' Standard Specification 14-8.02A (2010): Do not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.	3.15-75		Senior Transportation Engineer (Design Senior) / Senior Transportation Engineer (Environmental Engineering) / District Environmental / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
Section 3.18. Natural Environment—Wetlands and Other Waters										
W-1: Avoidance and minimization efforts to be utilized in order to protect aquatic resources during the course of the project will include the implementation of BMPs (Caltrans 2003b) and the SWPPP (Caltrans 2003b) during all phases of construction, which will include the following:	3.18-6		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
W-1a: No debris, soil, silt, sand, bark, slash, sawdust, rubbish, cement or concrete or washings thereof, oil or petroleum products or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into washes or culverts that cross the project area. The SWPPP and NPDES will contain specific methods for meeting this requirement.	3.18-6		Resident Engineer / Contractor	Construction						
W-1b: Raw cement/concrete or washing thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic-life, resulting from project related activities, shall be prevented from contaminating the soil and/or entering washes or culverts that cross the project area as defined through compliance with the contractor’s SWPPP.	3.18-6		Resident Engineer / Contractor	Construction						
W-1c: No equipment maintenance/parking or fueling shall be done within or near any drainages or washes depicted in the JD, where petroleum products or other pollutants from equipment shall enter these areas under any flow condition.	3.18-7		Resident Engineer / Contractor	Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
W-2: An Environmentally Sensitive Area (ESA) fence will be installed along washes within the right of way that will not be directly affected by the project.	3.18-7		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
W-3: A biological construction monitor will coordinate with the RE to ensure that construction activities will not have an impact on washes limited by the ESA fencing. No grading or fill activity of any type will be permitted within the ESAs. The monitor, in coordination with the RE, will operate in a manner so as to prevent accidental damage to nearby preserved areas.	3.18-7		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
W-4: Project impacts to the California Department of Fish and Game (CDFG) jurisdictional waters will be mitigated at a minimum 2:1 ratio, either through onsite restoration and/or offsite acquisition, through coordination with CDFG during the permitting process for the 1602 before PS&E.	3.18-7		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / District Right of Way / Resident Engineer / Contractor	Final Design / Construction						
Section 3.19. Natural Environment—Plant Species										
BIO-1: Pre-construction surveys for rare plants will be conducted to determine where rare plants are for ESA purposes, during the appropriate blooming period.	3.19-15		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
BIO-2: The project will avoid and minimize impacts to rare plants to the maximum extent possible.	3.19-15		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-3: ESA fencing will be established around the rare plants and sensitive species that are to be protected in place as determined by the biologist.	3.19-16		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-4: A qualified biological construction monitor will monitor construction activities to avoid and/or minimize impacts to species.	3.19-16		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-5: All temporary staging areas, storage areas, and access roads involved with this project will occur within the permanent impact area (future pavement, median, on- and off-ramps, interchanges etc.). Access to the project site will be gained from the existing SR-58. No new access roads will be built as part of this project.	3.19-16		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
Section 3.20. Natural Environment—Animal Species										
BIO-6: A biological monitor will monitor all construction activities to ensure that no harm to American badger will take place. All monitoring activities will be consistent with the monitoring measures listed in the avoidance and minimization measures for desert tortoise and Mohave ground squirrel.	3.20-20		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-7: All temporary staging areas, storage areas, and access roads involved with this project will be located in the area of permanent direct impact. Access to the project site will be gained from the existing SR-58. No new access roads will be built as part of this project. Staging areas and equipment storage will take place on existing roads or within the proposed right of way of the realigned SR-58.	3.20-20		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-8: All measures will be taken to minimize impacts on nesting birds. A pre-construction sweep for nesting birds would be conducted prior to construction activities outside of the nesting season as well. The sweep will include areas used for construction, staging, storage, sign placement, and parking areas. If a migratory bird is detected during surveys construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.	3.20-20		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-9: A preconstruction survey of the project site for burrowing owl and other bird species protected by the MBTA will occur 30 days prior to commencing construction activities. See BIO-8 for measures required if nesting birds are identified during the preconstruction survey. Pursuant to the MBTA, and to avoid any impacts on migratory birds, vegetation removal must take place outside of the breeding season, which occurs between March 15	3.20-20		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
and September 15. If, due to construction schedules, it is necessary to remove vegetation, including trees, during this season, a biological construction monitor must perform a pre-construction survey of each individual tree and/or of the entire area where vegetation will be removed. All measures will be taken to minimize impacts on nesting birds. A pre-construction sweep for nesting birds would be conducted prior to construction activities outside of the nesting season as well. The sweep will include areas used for construction, staging, storage, sign placement, and parking areas. If a migratory bird is detected during surveys construction will stop within a minimum radius of 100 feet or as determined by the biological monitor.										
BIO-10: If burrowing owls are found on site during the pre-construction sweep: <ul style="list-style-type: none"> Occupied burrows will not be disturbed during the nesting season of February 1 to August 31, unless a biologist can verify through non-invasive methods that either the owls have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent flight. A Burrowing Owl Mitigation and Monitoring Plan will be submitted to CDFG for review and approval prior to relocation of owls. All relocation will be approved by CDFG, and will be based on the mitigation and monitoring plan. The permitted biologist will monitor the relocated owls a minimum of three days per week for a minimum of three weeks. A report summarizing the results of the relocation and monitoring will be submitted to the Caltrans within 30 days following completion of the relocation and monitoring of the owls. Owls will be relocated by a qualified biologist from any occupied burrows that will be affected by project activities. 	3.20-21		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
Suitable habitat must be available adjacent to or near the disturbance site or artificial burrows will be provided nearby. Once the biologist has confirmed that the owls have left the burrow, burrows will be excavated using hand tools and backfilled to prevent reoccupation.										
BIO-11: Replacement habitat for burrowing owl will be provided according to the ratios listed below and can be combined with the mitigation ratios required for other species, unless the land purchase under that mitigation does not comply with the conditions listed: <ul style="list-style-type: none"> replacement of occupied habitat with occupied habitat at 1.5 times per 6.5 acres (9.95) per pair or single bird, or replacement of occupied habitat with habitat contiguous with occupied habitat 2 times per 6.5 acres per pair or single bird (13), or replacement of occupied habitat with suitable unoccupied habitat, as required by the mitigation plan, at 3 times per 6.5 acres (19.5) per pair or single bird. 	3.20-21		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
Section 3.21. Natural Environment—Threatened and Endangered Species										
BIO-12: Biological Monitor. Caltrans will designate a field contact representative who is responsible for overseeing compliance with protective stipulations for the desert tortoise and for coordination on compliance. The field contact representative will halt all construction activities that are in violation of the stipulations. The field contact representative will have a copy of the stipulations when on the site. The field contact representative may be the resident engineer or a contracted biologist.	3.21-20		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-13: Species Protection. At least 30 days prior to the initiation of construction activities within the proposed project site, Caltrans will ensure that their final plans and specifications include all requirements for preconstruction surveys for desert tortoises in all	3.21-21		Senior Transportation Engineer (Design Senior) / Senior Environmental	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (*DED/FED*)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
proposed construction staging areas, parking areas, and project elements, and flagging of these areas. The field contact representative will verify compliance with this and all other protective measures. Only biologists authorized by USFWS will handle desert tortoise. Caltrans will submit the name(s) of the proposed authorized biologist(s) to USFWS for review and approval at least 30 days prior the onset of activities. The authorized biologist(s) will follow the protocols in Chapter 7 of the Desert Tortoise Field Manual (USFWS 2009) for handling and marking desert tortoise.			Planner (Biological Studies) / Resident Engineer / Contractor							
BIO-14: Biological Resource Information Program. Caltrans will ensure that all construction personnel attend a worker education program presented by the authorized biologist. The program will include information on special-status species within the project area, identification of these species and their habitats, techniques being implemented during construction to avoid impacts to species, consequences of killing or injuring an individual of a listed species, and reporting procedures when encountering listed or sensitive species. Construction crews, foremen, and other personnel potentially working on site will attend this desert tortoise education program and place their names on a sign-in sheet.	3.21-21		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-15: Biological Monitor. A construction monitoring notebook shall be maintained on site throughout the construction period. At a minimum, the construction monitoring notebook shall include a copy of the Section 7 consultation for incidental take (USFWS's Biological Opinion), the CDFG Section 2081 permit, a summary of the education program, and the Mitigation Monitoring Plan adopted by Caltrans. Copies of the construction monitoring notebook for this	3.21-21		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/~~FED~~)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
project and Caltrans' brochure <i>Protection of the Desert Tortoise</i> will be maintained at the worksite by the project Resident Engineer.										
BIO-16: Species Protection. Prior to the start of construction, Caltrans will require the contractor to install fencing to exclude desert tortoises from all work areas and rights of way under the direction of an authorized biologist. Caltrans will construct the fence according to the protocols provided in Chapter 8 of the Desert Tortoise Field Manual (USFWS 2009). If desert tortoises are encountered during installation of the fence, the authorized biologist will move the individual the shortest distance possible to an area outside the fence where it will be safe. Caltrans will be relocating any tortoises found inside the permanent desert tortoise fence onto adjacent BLM land per agreement with the BLM. The authorized biologist will use his or her judgment regarding the best measures to use to ensure the desert tortoise does not immediately return to the area inside of the fence. The authorized biologist may contact USFWS or CDFG to discuss specific situations if the need arises.	3.21-21		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-17: Permanent Fence (Type Desert Tortoise). Caltrans will maintain the integrity of the fence to ensure that desert tortoises are excluded from the work area during construction and from the roadway thereafter. The fence will be inspected regularly; initially, it will be inspected on a monthly basis, but Caltrans may adopt a different schedule, based on experience. Caltrans will inspect and, if necessary, repair the fence immediately after any rainstorm that occurs during times of the year or at temperatures when desert tortoises are likely to be active.	3.21-21		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Appendix E: Environmental Commitments Record

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/~~FED~~)

☐ PS&E Submittal

☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
BIO-18: Biological Monitor. After the fencing is installed and before the onset of ground-disturbing activities, the authorized biologist will survey the area and remove all desert tortoises. The authorized biologist will survey the area as much as is needed to ensure that all desert tortoises have been found; generally, all desert tortoises will be considered to have been removed once a complete survey of the work area is conducted without finding any additional animals. Desert tortoises that are found inside the fenced area will be placed on the other side of the desert tortoise exclusion fence on BLM land located south of Alternative 2. The authorized biologist will use his or her best judgment to determine the optimal location for placement of desert tortoises. In general, desert tortoises will be moved to the nearest safe area south of the road realignment. The authorized biologist will follow the protocols provided in Chapter 7 of the Desert Tortoise Field Manual (USFWS 2009) for marking and translocating desert tortoises.	3.21-22		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-19: Biological Monitor. All desert tortoises that need to be moved will be handled as described in Chapter 7 of the Desert Tortoise Field Manual (USFWS 2009) for marking and translocating desert tortoises. These procedures will ensure desert tortoises that are being moved are protected to the greatest degree possible from transmission of disease, exposure to adverse weather conditions, and other adverse situations that may arise during handling.	3.21-22		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-20: Biological Monitor. Caltrans will have an authorized biologist on site throughout the construction period to monitor relocated desert tortoises and to remove any additional individuals encountered during construction. The authorized biologist will follow the protocols provided in Chapter 7 of the Desert Tortoise	3.21-22		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (*DED/FED*)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
Field Manual (USFWS 2009) for marking and translocating desert tortoises.			Engineer / Contractor							
BIO-21: Species Protection. Caltrans will implement a program to ensure that trash and litter generated by the proposed action do not attract common ravens (<i>Corvus corax</i>) and other potential predators of the desert tortoise. All trash and food items will be promptly contained within closed, common raven-proof containers. Caltrans will remove containers regularly from the project site to reduce the attractiveness of the area to common ravens and other desert tortoise predators. Project workers will secure vehicle loads to prevent litter from blowing out along the road.	3.21-22		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-22: Species Protection. As a means of minimizing incidental take of the desert tortoise, USFWS shall require the project applicant to post limits of 20 miles per hour (between February 1 and July 1), and strictly enforce speed limits within the project construction area.	3.21-22		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-23: Biological Monitor. Caltrans will submit a post-construction report to USFWS and CDFG within 30 days of the completion of work. This report will include information on: the number of desert tortoises handled, injured, and killed; the results of monitoring of relocated desert tortoises; and any difficulties in implementing the protective measures.	3.21-22		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-24: Species Protection. Seven out of the 33 drainage culverts will be designed with a flat (soft) bottom as well as ripping up a certain distance of the existing SR-58 and allowing it to revert back to its natural state in order to be used as a wildlife crossing for	3.21-22		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/**FED**)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
desert tortoise and other small animals. The seven culverts range in size from 36 to 54 inches in diameter.			Studies) / Resident Engineer / Contractor							
BIO-25: Species Protection. As a means of minimizing incidental take of the desert tortoise, USFWS shall require the project applicant to restrict firearms and pets within the work area during construction. Compliance shall be verified by the Resident Engineer. Firearms carried by authorized security and law enforcement personnel are exempt from this term and condition.	3.21-23		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-26: Habitat Restoration. Pavement along existing SR-58 between the new cul-de-sac at the west end of the project, and the new cul-de-sac west of Valley View Road, will be removed, hardened earth dug up, and seeded with natives to rehabilitate the earth to a natural condition. The rehabilitated areas will involve the utilization of fill of appropriate characteristics to facilitate the successful reestablishment of desert tortoise habitat. This will include the establishment of vegetation consistent with supporting conditions for desert tortoise habitat.	3.21-23		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-27: A biological monitor will ensure that all construction activities will not harm MGS.	3.21-23		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/FED)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
BIO-28: MGS awareness training will be provided prior to construction. All construction related vehicles, including private automobiles parked in staging areas, must be inspected prior to ignition to ensure that MGS have not moved underneath the parked vehicle. Inspection flags will be placed on heavy equipment at the end of the day to remind drivers to look under them prior to startup.	3.21-23		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-29: If any MGS are excavated during construction, work must stop in the immediate area and the project biologist and the RE will be immediately notified.	3.21-23		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-30: If any MGS are injured during the course of construction, work must stop in the immediate area and the project biologist and the RE will be immediately notified. Only the authorized biologist will handle, and transport the animal to a qualified veterinarian.	3.21-23		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						
BIO-31: If any MGS are killed during the course of construction, work must stop in the immediate area, the animal must be left in place as is, and the project biologist and the RE will be immediately notified.	3.21-23		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Date of approved ED:

June 2013

Project Phase:

☒ PA/ED (DED/**FED**)☐ PS&E Submittal☐ Construction

ENVIRONMENTAL COMMITMENTS RECORD

State Route 58 / Hinkley Expressway Project

08-SBd-58

PM 22.2 / 31.1

EA 08-043510

PN 0800000010

Avoidance, Minimization, and/or Mitigation Measures	Page # in Env. Doc.	Environmental Analysis Source (Technical Study, Environmental Document, and/or Technical Discipline)	Responsible for Development and/or Implementation of Measure	Timing/ Phase	If applicable, corresponding construction provision: (standard, special, non-standard)	Action(s) Taken to Implement Measure	Measure Completed (Date and Initials)	Remarks	Environmental Compliance	
									YES	NO
BIO-32: Mitigation for loss of marginal desert tortoise habitat will be accomplished based on the quality of habitat affected. As determined through consultation with CDFG and USFWS, habitat will be compensated according to the following ratios: <ul style="list-style-type: none"> - a 5:1 ratio for impacts west of Hinkley Road; and - a 3:1 ratio for impacts east of Hinkley Road. 	3.21-23		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / District Right of Way / Resident Engineer / Contractor	Final Design / Construction						
BIO-33: Mitigation for loss of Mohave ground squirrel habitat will be accomplished based on the quality of habitat affected according to the following ratios: <ul style="list-style-type: none"> - a 5:1 ratio for impacts west of Hinkley Road; and - a 3:1 ratio for impacts east of Hinkley Road. 	3.21-24		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / District Right of Way / Resident Engineer / Contractor	Final Design / Construction						
Section 3.22. Natural Environment—Invasive Species										
BIO-34: Measures to minimize the introduction or spread of non-native species will include cleaning all equipment and vehicles with water to remove dirt, seeds, vegetative material, or other debris before entering and upon leaving the project site and the removal and disposal offsite of existing non-native species within the project area. Landscaping and erosion control measures included in this Caltrans project would not contain invasive species in the plant selections or seed mixtures.	3.22-3		Senior Transportation Engineer (Design Senior) / Senior Environmental Planner (Biological Studies) / Resident Engineer / Contractor	Final Design / Construction						

Appendix F **List of Acronyms**

[this page left blank intentionally]

Appendix F. List of Acronyms

AADT	annual average daily traffic
AB	Assembly Bill
AC	asphalt concrete
ACEC	Area of Critical Environmental Concern
ACMs	asbestos containing materials
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
af	acre-feet
AGS	antelope ground squirrel
AIC	Archaeological Information Center
AMC	Antecedent Moisture Condition
amsl	above mean sea level
AMSP	Abengoa Mojave Solar Project
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQR	Air Quality Report
ARB	Air Resources Board
ARPA	Archaeological Resources Protection Act
ASR	Archaeological Survey Report
ASTM	American Standard Testing Methods
ASTs	aboveground storage tanks
AUs	agricultural treatment units
BA	Biological Assessment
BO	Biological Opinion
Basin	Mojave Desert Air Basin
BFE	base floodplain elevation
bgs	below ground surface
BLM	U.S. Bureau of Land Management
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe
BSA	Biological Study Area
BT&H	Business, Transportation, and Housing
CAFE	Corporate Average Fuel Economy
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEC	Commission for Environmental Cooperation

CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geologic Survey
CH ₄	methane
CHP	California Highway Patrol
CIA	Community Impact Assessment
CIH	Certified Industrial Hygienist
CIMIS	California Irrigation Management Information System
CNDDDB	Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
County	San Bernardino County
COZEEP	construction zone enforcement enhancement program
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibels
DEIR	Draft Environmental Impact Report
DFG	California Department of Fish and Game
DNAC	District 8 Native American Coordinator
DOC	Department of Conservation
DPLA	Division of Planning and Local Assistance
DRIR	Draft Relocation Impact Report
DSA	Disturbed Soil Area
DWMA	Desert Wildlife Management Area
DWR	California Department of Water Resources
EDR	Environmental Data Resources, Inc.
EIS	environmental impact statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmentally Sensitive Area
FAQs	frequently asked questions
FCAA	Federal Clean Air Act

FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRMs	Flood Insurance Rate Maps
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	fiscal year
GHG	greenhouse gas
GWh	Gigawatt-hour
H ₂ S	hydrogen sulfide
HFCs	hydrofluorocarbons
HHS	Health and Human Services
HOV	High Occupancy Vehicle
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
HUC	hydrologic unit code
I/C	interchange
I-15	Interstate 15
ICES	Intermodal Corridor of Economic Significance Act establishes the
IPCC	Intergovernmental Panel on Climate Change
ISA	Initial Site Assessment
ITIP	Interregional Transportation Improvement Program
ITS	intelligent transportation systems
JD	jurisdictional delineation
Jqd	Jurassic Quartz Diorite
KOP	Key observations point
KP	kilopost
LBP	lead-based paint
L _{dn}	Day-Night Level
LDVs	light-duty vehicles
LEDPA	least environmentally damaging practicable alternative
L _{eq}	Equivalent Sound Level
LESA	land evaluation and site assessment
L _{max}	Maximum Sound Level
LOS	levels of service
LUST	Leaking Underground Storage Tank
L _{xx}	Percentile-Exceeded Sound Level
MBTA	Migratory Bird Treaty Act
MDAQMD	Mojave Desert Air Quality Management District
MGD	million gallons per day

MGS	Mojave Ground Squirrel
MLD	Most Likely Descendent
MMT	million metric tons
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
mpg	miles per gallon
MPG	miles per gallon
MPO	Metropolitan Planning Organization
MS	marble
MSAT	mobile-source air toxics
MSE	Mechanically Stabilized Embankment
N/A	not applicable
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criteria
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHPA	National Historic Preservation Act of 1966, as amended
NHTSA	National Highway Traffic Safety Administration
NO ₂	nitrogen dioxide
NOA	Naturally occurring asbestos
NOAA	National Oceanic and Atmospheric Administration
NOAA Fisheries Service	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSR	Noise Study Report
NWI	National Wetland Inventory
O ₃	ozone
OHV	off-highway vehicle
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Act
OSTP	Office of Science and Technology Policy
PA	Programmatic Agreement
Pb	lead
PCBs	polychlorinated biphenyls
PCI	per capita income
PCMS	portable changeable message signs

PDT	Project Development Team
PFCs	perfluorocarbons
PG&E	Pacific Gas and Electric Company
PID	Project Initiation Document
PIR/PER	paleontological identification report and paleontological evaluation report
PM2.5	PM10 and particles of 2.5 micrometers and smaller
PMP	Paleontological Mitigation Plan
ppm	parts per million
PRC	Public Resources Code
PS&E	plans, specifications, and estimates
PSR	Project Study Report
Qa	Quaternary alluvium
Qo	Quaternary Alluvium
Qoa	Quaternary Older Alluvium
RAP	Relocation Assistance Program
RCRA	Conservation and Recovery Act of 1976
RECs	Recognized Environmental Conditions
RSA	resource study area
RTGS	round-tailed ground squirrel
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Boards
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users
SANBAG	San Bernardino Associated Governments
SB 97	Senate Bill 97
SBAIC	San Bernardino Archaeological Information Center
SBCFD	San Bernardino County Fire Department
SBCSD	San Bernardino County Sheriff's Department
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SDC	Seismic Design Criteria
septic	sewage treatment systems
SF ₆	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SLIC	Spills, Leaks, Investigations, and Cleanups
SO ₂	sulfur dioxide
Southwest	Southwest Gas Corporation
SPT	Standard Penetration Tests
SR-58	State Route 58

STAA	Surface Transportation Assistance Act
STIP	State Transportation Program
SWDR	Storm Water Data Report
SWMD	Solid Waste Management Division
SWMP	Statewide Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCS	Total Corrected Sign
TCS/Acre	TCS per acre
TCWG	Transportation Conformity Working Group
TMDLs	Total Maximum Daily Loads
TSCA	Toxic Substances Control Act
U.S	United States
U.S. EPA	U.S. Environmental Protection Agency
U.S.C.	United States Code
USACE	U.S. Army Corps of Engineers
USACOE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tanks
VHT	vehicle hours traveled
VIA	Visual Impact Assessment
VMT	vehicle miles traveled
WDRs	Waste Discharge Requirements
WEMO	West Mojave Plan
WPCP	Water Pollution Control Plan
ZEV	zero emission vehicle
ZOI	Zone of Influence
µg/m3	per cubic meter

Appendix G **List of Technical Studies**

[this page left blank intentionally]

Appendix G List of Technical Studies

Aerially Deposited Lead (ADL) Investigation Report State Route 58 Hinkley Expressway Project, November 10, 2010.

Air Quality Report State Route 58 Hinkley Expressway Project, January 2011.

Air Quality Conformity Analysis, February 2013.

Archaeological Survey Report, June 29, 2011.

Community Impact Assessment (CIA) for the State Route 58 Hinkley Expressway Project, April 2011. CIA Update Memo, October 17, 2012.

Final Drainage Report, Location Hydraulic Study and the Floodplain Evaluation Report Summary, March 2012.

Farmland Conversion Impact Rating, State Route 58 Widening and Realignment. March 2009.

Historic Property Survey Report (HPSR), November 16, 2011.

Supplemental Historic Property Survey Report/ Archaeological Evaluation Proposal (AEP) and Archaeological Evaluation Report (AER), March 2013.

Second Supplemental Historic Property Survey Report/ First Addendum Archaeological Survey Report, March 2013.

Supplemental Historic Property Survey Report (HPSR) for the State Route 58 Hinkley Expressway Project, San Bernardino County, California, January 2013.

Finding of Adverse Effect for State Route 58 Hinkley Expressway Project, Near Hinkley, San Bernardino County, California, Involving Historic Property CA-SBR-15103/H (36-023915), February 2013. Historical Resources Evaluation Report (HRER), November 16, 2011.

Hydrology and Water Quality Technical Report State Route 58 Hinkley Expressway Project, March 2011.

Initial Site Assessment (ISA) Report Realign and Widen SR 58. July 2008.

Initial Site Assessment (ISA) Report, Updated of July 26, 2008 ISA Report. January 2013.

Preliminary Site Investigation for Multiple Parcels, March 29, 2013.

Preliminary Site Investigation for Pearce Parcel (0494-312-26), March 29, 2013.

Preliminary Site Investigation for Additional Parcels, April 26, 2013.

Jurisdictional Delineation, December 16, 2010.

Natural Environment Study SR-58 Realignment and Widening Project, Hinkley, California, January 2010.

Biological Assessment, October 15, 2012.

Final Noise Abatement Decision Report State Route 58 via Hinkley, Widening and Realignment, December 2010.

Noise Study Report State Route 58 Hinkley Expressway Project, December 2010. Noise Technical Memorandum—SR-58 via Hinkley, Widening and Realignment (from PM 22.2 to PM 31.1); Addendum to the NSR and NADR, April 3, 2013.

Paleontological Identification Report and Paleontological Evaluation Report, August 2010. Caltrans Errata Sheet, October 3, 2012.

Preliminary Geotechnical Report State Route 58 for Widening and Realignment. Division of Engineering Services, Geotechnical Services, Office of Geotechnical Design – South. July 2002.

Protocol Rare Plant, Desert Tortoise, and Burrowing Owl Habitat Assessment Survey Report for State Route 58 Hinkley Expressway Project, September. 2009.

Draft Relocation Impact Report State Route 58 Hinkley Expressway Project, October 25, 2010.

Final Relocation Impact Report State Route 58 Hinkley Expressway Project, March 22, 2013.

State Route 58 via Hinkley Widening and Realignment Project Scoping Report, April 2008.

Traffic Study Report for State Route 58 from Post Mile R21.8 to Post Mile R31.1, February 2010.

Visual Impact Assessment State Route 58 Hinkley Expressway Project, September 2010. Update Analysis/Findings Memo, April 20, 2012.

Appendix H **USFWS June 15, 2012 Species
List and USACE JD Approval
Letter**

[this page left blank intentionally]

APPENDIX H: USFWS JUNE 15, 2012 SPECIES LIST AND
USACE JD APPROVAL LETTER



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003



IN REPLY REFER TO:
08EVEN00-2012-SLI-0358

June 15, 2012

Scott Quinnell
California Department of Transportation
464 West Fourth Street, MS 822
San Bernardino, California 92401

Subject: Species List Request for SR-58 Realignment Project, Hinkley, California

Dear Mr. Quinnell:

We are responding to your request received through the U.S. Fish and Wildlife Service's (Service) internet-based Information, Planning, and Conservation (IPaC) decision support system on May 30, 2012. You requested information on federally listed threatened and endangered species, candidate species, and designated critical habitat that may be affected by your proposed project. The proposed project is located near Hinkley, San Bernardino County, California.

The Service's responsibilities include administering the Endangered Species Act of 1973, as amended (Act), including sections 7, 9, and 10. Section 9 of the Act and its implementing regulations prohibit the taking of any federally listed endangered or threatened species. Section 3(19) of the Act defines take to mean to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Service regulations (50 CFR 17.3) define harm to include significant habitat modification or degradation which actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering. Harassment is defined by the Service as an intentional or negligent action that creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering. The Act provides for civil and criminal penalties for the unlawful taking of listed species.

Exemptions to the prohibitions against take may be obtained through coordination with the Service through interagency consultation for projects with Federal involvement pursuant to section 7 or through the issuance of an incidental take permit under section 10(a)(1)(B) of the Act. If the subject project is to be funded, authorized, or carried out by a Federal agency and may affect a listed species, the Federal agency must consult with the Service, pursuant to section 7(a)(2) of the Act. If a proposed project does not involve a Federal agency but may result in the take of a listed animal species, the project proponent should apply for an incidental take permit, pursuant to section 10(a)(1)(B) of the Act. Once you have determined if the proposed project

Scott Quinnell

2


will have a lead Federal agency, we can provide you with more detailed information regarding the section 7 or 10(a)(1)(B) permitting process.

Based on the best available information, including information you provided through the IPaC system, scientific and technical literature, and information in our files, we have identified the federally threatened desert tortoise (*Gopherus agassizii*) as the only listed species likely to occur in your project area. Please note that pursuant to Federal regulation (50 CFR 402.12(e) a species list is valid for 90 days.

Only federally-listed species receive protection under the Act; however, species listed by the State of California or otherwise considered to be sensitive should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Game's Natural Diversity Data Base. You can contact the California Department of Fish and Game at (916) 324-3812 for information on other sensitive species that may occur in this area.

If you have any questions regarding this matter, please contact Amy Torres of my staff at (909) 382-2654.

Sincerely,


Carl T. Benz
Assistant Field Supervisor

APPENDIX H: USFWS JUNE 15, 2012 SPECIES LIST AND
USACE JD APPROVAL LETTER



DEPARTMENT OF THE ARMY

Los Angeles District Corps of Engineers

P.O. Box 532711

Los Angeles, CA 90017-3401

August 3, 2012

REPLY TO
ATTENTION OF

Regulatory Division

Scott Quinnell
California Department of Transportation, District 8
Senior Environmental Planner
464 West 4th Street Fl 6
San Bernardino, California 92401-1400

SUBJECT: Approved Jurisdictional Determination regarding presence/absence of geographic jurisdiction

Dear Mr. Quinnell:

Reference is made to your request (File No. SPL-2007-01449-VCC), dated June 16, 2011, for an approved Department of the Army jurisdictional determination (JD) for the Caltrans State Route 58 (SR-58) Realignment and Widening Project site 34.92218° N, -117.260294°W, located near the city of Hinkley, San Bernardino County, California.

As you may know, the Corps' evaluation process for determining whether or not a Department of the Army permit is needed involves two tests. If both tests are met, then a permit is required. The first test determines whether or not the proposed project is located in a water of the United States (i.e., it is within the Corps' geographic jurisdiction). The second test determines whether or not the proposed project is a regulated activity under section 10 of the River and Harbor Act or section 404 of the Clean Water Act. As part of the evaluation process, pertaining to the first test only, we have made the jurisdictional determination below.

Based on available information, we have determined there are no waters of the United States on the project site, in the locations depicted on the enclosed drawing. The basis for our determination can be found in the enclosed JD form(s).

The aquatic resources identified as HarperDryLake 1 through 40 on the attached approved jurisdictional determination and map are intrastate isolated waters with no apparent interstate or foreign commerce connection. As such, these waters are not currently regulated by the Corps of Engineers. This disclaimer of jurisdiction is only for section 404 of the Clean Water Act. Other Federal, State, and local laws may apply to your activities. In particular, you may need authorization from the California State Water Resources Control Board and/or the U.S. Fish and Wildlife Service.

This letter contains an approved jurisdictional determination for the Caltrans State Route 58 (SR-58) Realignment and Widening Project site. If you object to this decision, you may request an administrative appeal under Corps regulations at 33 CFR part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet (Appendix A) and Request for Appeal (RFA) form. If you request to appeal this decision you must submit a completed RFA form to the Corps South Pacific Division Office at the following address:

Tom Cavanaugh
Administrative Appeal Review Officer,
U.S. Army Corps of Engineers
South Pacific Division, CESPDPDS-O, 2042B
1455 Market Street, San Francisco, California 94103-1399

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 C.F.R. section 331.5, and that it has been received by the Division Office within 60 days of the date on the NAP. Should you decide to submit an RFA form, it must be received at the above address by **October 2, 2012**. It is not necessary to submit an RFA form to the Division office if you do not object to the decision in this letter.

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. If you wish to submit new information regarding the approved jurisdictional determination for this site, please submit this information to Veronica Chan at the letterhead address by **August 3, 2017**. The Corps will consider any new information so submitted and respond within 60 days by either revising the prior determination, if appropriate, or reissuing the prior determination. A revised or reissued jurisdictional determination can be appealed as described above.

This determination has been conducted to identify the extent of the Corps' Clean Water Act jurisdiction on the particular project site identified in your request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

If you have any questions, please contact Veronica Chan at 213-452-3292 or via e-mail at Veronica.C.Chan@usace.army.mil.

-3-

Please be advised that you can now comment on your experience with Regulatory Division by accessing the Corps web-based customer survey form at:
<http://per2.nwp.usace.army.mil/survey.html>.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark D. Cohen", written in a cursive style.

Mark D. Cohen
Deputy Chief, Regulatory Division

Enclosures

Appendix I **2012 RTP Project Listing and
2011 FTIP Project Listing**

[this page left blank intentionally]

FTIP Projects						Project Cost (\$1,000's)
County	System	FTIP ID	Route	Description		
SAN BERNARDINO	STATE HIGHWAY	SBD031279	15	IN HESPERIA AT I-15 AND RANCHERO ROAD – CONSTRUCT 6 LANE INTERCHANGE WITH LEFT AND RIGHT TURN LANES, INCLUDING 1300 FT. AUX LANE PRIOR TO N/B OFF RAMP AND 3200 FT. AUX LANE FROM TO S/B LOOP ON RAMP		\$80,625
SAN BERNARDINO	STATE HIGHWAY	35558	15	IN SAN BERNARDINO CO. – GATEWAY ENHANCEMENTS ON I-15 FROM MOJAVE DR. IN VICTORVILLE TO STODDARD WELLS RD. IN BARSTOW-RETENTION WALL ENHANCEMENTS AND LANDSCAPING (PPN00175N)		\$2,446
SAN BERNARDINO	STATE HIGHWAY	35556	15	IN THE CITY OF VICTORVILLE FROM 0.6 MILES NORTH OF MOJAVE DRIVE TO 1.0 NORTH OF EXISTING STODDARD WELLS ROAD WELLS OVERCROSSING. RECONSTRUCT D/E/STODDARD WELLS RD IC'S. WIDEN BRIDGES (NO NEW LANES). CONSTRUCT NEW COLLECTOR DISTRIBUTOR RD OVER D/E/AND BNSF RR TO PARRALLEL I-15 NB INCLUDES ITS OWN BRIDGE. RECONST/REALIGN EAST/WEST FRONTAGE RDS. CONST NEW AUX LN. (REFER TO MODELING DETAILS)(CA061)		\$146,676
SAN BERNARDINO	STATE HIGHWAY	34170	15	IN VICTORVILLE AT LA MESA ROAD/NISQUALLI ROAD CONSTRUCT I/C NEW 6 LANE INTERCHANGE		\$90,009
SAN BERNARDINO	STATE HIGHWAY	200152	15	ON I-15 FROM 3,500 FT. S OF ARROW RTE. TO 3,500 ' N/O FOOTHILL BLVD AND AND ON ARROW RT. FROM 1000 FT.W/TO 100 FT. E/ OF I- 15- CONSTRUCT NEW I/C AR ARROW RTE, CONSTRUCT S/B DOUBLE DECEL LANES TO FOOTHILL BLVD OFFRAMP AND MODIFY RAMPS AT FOOTHILL.		\$91,370
SAN BERNARDINO	STATE HIGHWAY	200078	15	PARK-N-RIDE LOT EXPANSION AND FACILITIES AT BEAR VALLEY RD & I-15 (70 EXISTING SPACES TO 300 SPACES)		\$755
SAN BERNARDINO	STATE HIGHWAY	20061702	18	E-220 HIGH DESERT CORRIDOR-WEST TO EAST SR-14 TO US 395 CONNECTING AT SB COUNTY, . CONSTRUCT NEW 4-6 LANE FACILITY (PART OF 20020144) JPA PROJECT. SR. 138 PM 43.4 TO SR18T 17.0 S.B. COUNTY LINE 0.0.		\$4,000,000
SAN BERNARDINO	STATE HIGHWAY	20020144	18	HI- DESERT CORR. PHASE 1, SR-18 REALIGNMENT FROM US 395 IN ADELANTO TO SR-18 E/O APPLE VALLEY. COONSTRUCT 4-6 LANE FREEWAY/EXPRESSWAY. CONSTRUCT NEW IC @I-15 W/AUX LANES NORTH AND SOUTH OF NEW IC. CONSTRUCT INTERSECTION @US 395 W/TURN POCKETS TO NORTH AND SOUTH		\$1,156,000
SAN BERNARDINO	STATE HIGHWAY	0A7910	18	IN RUNNING SPRINGS FROM RTE. 18 FROM N/O NOB HILL DR. TO S/O R.S. SCHOOL RD. AND RTE 330 FROM S/O RTE. 18 TO RTE. 18-RURAL GATEWAY BEAUTIFICATION-AESTHETIC IMPROVEMTNS		\$2,265
SAN BERNARDINO	STATE HIGHWAY	200612	18	SR 18 FROM APPLE VALLEY RD. TO CORWIN RD. – WIDEN FROM 4-6 LANES (APPROX. 3 MI)		\$14,400
SAN BERNARDINO	STATE HIGHWAY	20110602	18	SR18 AT APPELY VALLEY ROAD INTERSECTION REALIGNMENT WITH TURN AND APPROACH LANES		\$4,650
SAN BERNARDINO	STATE HIGHWAY	34770	58	0.4 MILES WEST OF KERN CO LINE TO 7.5 MI EAST OF JCT RTE 395 – CONSTRUCT 4 LANE EXPRESS WAY ON NEW ALIGNMENT, NEW INTERCHANGE AT US 395 AND SR 58		\$148,067
SAN BERNARDINO	STATE HIGHWAY	4351	58	SR58 EXPRESSWAY-REALIGN AND WIDEN FROM 2-4 LANE EXPRESSWAY. NEW INTERCHANGES AT LENWOOD RD AND HINKLEY RD. 2.4 MILES WEST OF HIDDEN RIVER RD. TO 0.7 MILES EAST OF LENWOOD ROAD – REALIGN AND WIDEN TO 4 LANE EXPRESSWAY (2-4 LANES) (PHASE 2)		\$298,326
SAN BERNARDINO	STATE HIGHWAY	200602	60	SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES		\$50,810
SAN BERNARDINO	STATE HIGHWAY	201133	60	SR 60 AT EUCLID WIDEN W/B EXIT RAMP FROM 2-3 LANES		\$1,620
SAN BERNARDINO	STATE HIGHWAY	201132	60	SR-60 AT ARCHIBALD AVENUE WIDEN ON AND OFF RAMPS (2-3 LANES EACH WAY)		\$7,900

2013 Federal Transportation Improvement Program

San Bernardino County
State Highway
Including Amendments 1-3 and 5-8
(In \$000's)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
20020144	San Bernardino	MDAB		20020144	CAY67	18	15	35.9	S	NON-EXEMPT	1		
Description:							PTC	1,156,000	Agency	VICTORVILLE			
HI- DESERT CORR. PHASE 1, SR-18 REALIGNMENT FROM US 395 IN ADELANTO TO SR-18 E/O APPLE VALLEY. COONSTRUCT 4-6 LANE FREEWAY/EXPRESSWAY. CONSTRUCT NEW IC @I-15 W/AUX LANES NORTH AND SOUTH OF NEW IC. CONSTRUCT INTERSECTION @US 395 W/TURN POCKETS TO NORTH AND SOUTH													
Fund		ENG	R/W	CON	Total	Prior	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	Total
DEMO-SAFETEA-LU		7,000			7,000	7,000							7,000
DEMO - TEA 21		3,560			3,560	3,560							3,560
PUBLIC LAND HWYS		2,000			2,000	2,000							2,000
CITY FUNDS		10,000	10,000		20,000				20,000				20,000
SBD CO MEASURE I		4,440			4,440	4,440							4,440
20020144 Total		27,000	10,000		37,000	17,000			20,000				37,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
20110602	San Bernardino	MDAB		4AL04	LUM01	18	94.2	94.6	S	EXEMPT - 93.126	0		
Description:							PTC	4,650	Agency	APPLE VALLEY			
SR18 AT APPLE VALLEY ROAD INTERSECTION REALIGNMENT WITH TURN AND APPROACH LANES													
Fund		ENG	R/W	CON	Total	Prior	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	Total
CITY FUNDS		550	100	4,000	4,650	550		100	4,000				4,650
20110602 Total		550	100	4,000	4,650	550		100	4,000				4,650

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
4351	San Bernardino	MDAB		4351	CAX63	58	22.2	31.1	S	NON-EXEMPT	0	
Description:							PTC	194,925	Agency	CALTRANS		
SR58 EXPRESSWAY-REALIGN AND WIDEN FROM 2-4 LANE EXPRESSWAY. NEW INTERCHANGES AT LENWOOD RD AND HINKLEY RD. 2.4 MILES WEST OF HIDDEN RIVER RD. TO 0.7 MILES EAST OF LENWOOD ROAD -- REALIGN AND WIDEN TO 4 LANE EXPRESSWAY (2-4 LANES) (PHASE 2)												
Fund	ENG	R/W	CON	Total	Prior	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	Total
NATIONAL HWY SYSTEM - IIP	16,900			16,900	16,900							16,900
STIP ADVANCE CON-IIP		41,637	133,388	175,025		41,637	133,388					175,025
STP ENHANCE-IIP TEA	296		2,704	3,000		296	2,704					3,000
4351 Total	17,196	41,637	136,092	194,925	16,900	41,933	136,092					194,925

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
34770	San Bernardino	MDAB		34770	CAX67	58	143.5	12.9	S	NON-EXEMPT	1	
Description:							PTC	199,509	Agency	CALTRANS		
0.4 MILES WEST OF KERN CO LINE TO 7.5 MI EAST OF JCT RTE 395 - CONSTRUCT 4 LANE EXPRESS WAY ON NEW ALIGNMENT, NEW INTERCHANGE AT US 395 AND SR 58												
Fund	ENG	R/W	CON	Total	Prior	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	Total
NATIONAL HWY SYSTEM - IIP	16,600			16,600	16,600							16,600
STATE CASH - IIP		23,143		23,143	23,143							23,143
STIP ADVANCE CON-IIP			155,095	155,095						155,095		155,095

Appendix J **Farmland Conversion Impact
Rating Form AD 1006**

[this page left blank intentionally]

APPENDIX J: FARMLAND COVERSION IMPACT RATING FORM AD-1006

U.S. Department of Agriculture						
FARMLAND CONVERSION IMPACT RATING						
PART I (To be completed by Federal Agency)				Date Of Land Evaluation Request 12/17/08		
Name Of Project State Route 58 Hinkley Widening & Realignment				Federal Agency Involved Federal Highway Administration		
Proposed Land Use Transportation/Highway Easement				County And State San Bernardino County/California		
PART II (To be completed by NRCS)				Date Request Received By NRCS 01/17/09		
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).				Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated 40961
						Average Farm Size 635
Major Crop(s) Alfalfa Bok Choi Orange		Farmable Land In Govt. Jurisdiction Acres: 58,141		% 0.4		Amount Of Farmland As Defined in FPPA Acres: DATA NOT AVAILABLE
Name Of Land Evaluation System Used CALIFORNIA STORE SYSTEM		Name Of Local Site Assessment System NONE				Date Land Evaluation Returned By NRCS 03/03/09
PART III (To be completed by Federal Agency)				Alternative Site Rating		
				Site A	Site B	Site C
A. Total Acres To Be Converted Directly				61.38	69	61
B. Total Acres To Be Converted Indirectly						
C. Total Acres In Site				0.0 3861	0.0 69	0.0 61
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland				55	63	54
B. Total Acres Statewide And Local Important Farmland				6	6	7
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				0.10	0.12	0.10
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				DATA	DATA	DATA
PART V (To be completed by NRCS) Land Evaluation Criterion						
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				64	63	64
PART VI (To be completed by Federal Agency)						
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				Maximum Points		
1. Area In Nonurban Use				15	15	15
2. Perimeter In Nonurban Use				10	5	8
3. Percent Of Site Being Farmed				20	15	15
4. Protection Provided By State And Local Government				20	20	20
5. Distance From Urban Builtup Area				0		
6. Distance To Urban Support Services				0		
7. Size Of Present Farm Unit Compared To Average				10	0	0
8. Creation Of Nonfarmable Farmland				25	7	8
9. Availability Of Farm Support Services				5	1	1
10. On-Farm Investments				20	10	10
11. Effects Of Conversion On Farm Support Services				25	5	5
12. Compatibility With Existing Agricultural Use				10	6	6
TOTAL SITE ASSESSMENT POINTS				160	84	88
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)				100	64	63
Total Site Assessment (From Part VI above or a local site assessment)				160	84	88
TOTAL POINTS (Total of above 2 lines)				260	148	152
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
Reason For Selection:						

(See instructions on reverse side)

This form was electronically produced by National Production Services Staff

Form AD-1006 (10-83)

Appendix K **Biological Opinion**

[this page left blank intentionally]



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003



IN REPLY REFER TO:
08EVEN00-2013-F-0104

March 29, 2013

Scott Quinnell, Office Chief
Biological Studies and Permits
District 8, California Department of Transportation
464 W. 4th Street, 6th Floor, MS-822
San Bernardino, California 92401-1400

Mickey Quillman, Chief of Resources
Bureau of Land Management
2601 Barstow Road
Barstow, California 92311

Subject: Biological Opinion for the SR-58 Realignment and Widening Project, San Bernardino County, California (8-8-13-F-15)

Dear Mr. Quinnell:

This document transmits the U.S. Fish and Wildlife Service's (Service) biological opinion based on our review of the California Department of Transportation's (Caltrans) proposal to realign and widen approximately 9 miles of an existing 2-lane conventional highway into a 4-lane expressway between Post Mile (PM) 22.2 and 31.1, on State Route 58 (SR-58) in San Bernardino County, near Hinkley, California. At issue are the effects of the proposed action on the federally threatened desert tortoise (*Gopherus agassizii*). This document was prepared in accordance with section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.) (Act). The Federal Highway Administration has delegated responsibility for consultation to Caltrans for federally funded actions. Consequently, your request and our response are made pursuant to section 7(a)(2) of the Act. The request for formal consultation from Caltrans was dated October 17, 2012.

This biological opinion is based on information in the biological assessment for the proposed project (Caltrans 2012), various reports and publications, and conversations with your staff and representatives of the Bureau of Land Management (Bureau), which had agreed to be a

cooperating agency. A complete administrative record of this consultation is on file at the Service's Ventura Fish and Wildlife Office.

The proposed action is not located within the boundaries of critical habitat of the desert tortoise and will not affect critical habitat. Consequently, we will not discuss critical habitat again in this biological opinion.

BIOLOGICAL OPINION

CONSULTATION HISTORY

Coordination between Caltrans and representatives of the Service and other agencies has been ongoing since the mid-1980s for this project. Additionally, there have been many personnel at Caltrans and at various agencies who have commented on stages of the development of the proposed project.

The Service issued a biological opinion to the Federal Highway Administration on June 22, 1990 (Service 1990). In that biological opinion, the Service determined that the action, as proposed at that time, was not likely to jeopardize the continued existence of the desert tortoise. In 2001, Caltrans proposed substantial revisions to the proposed action and re-initiated consultation with the Service in 2012.

DESCRIPTION OF THE PROPOSED PROJECT

Description of the Proposed Road Realignment and Widening

We summarized the following description of the proposed action from the biological assessment (Caltrans 2012). Caltrans is proposing to realign and widen SR-58 from a two-lane roadway to a 4-lane expressway/freeway from PM 22.2, 2.86 miles west of Hidden River Road near Hinkley, California, eastward to PM 31.1, 0.75 mile east of Lenwood Road. This is a distance of approximately 9 miles of road realignment and widening. In addition to using Caltrans' right-of-way, land would be acquired from private land owners (approximately 506 acres), the Bureau (approximately 100 acres), and Pacific Gas and Electric (approximately 42 acres).

The project is proposed as a gap closure that will provide route continuity between the four-lane divided freeway to the west and the four-lane divided expressway to the east. SR-58 provides intrastate travel connectivity between SR-101 in San Luis Obispo County, I-5 and SR-99 in Bakersfield County, and I-15 and I-40 in San Bernardino County (Figure 1 in Caltrans 2012). SR-58 has been extensively upgraded to a four-lane controlled access expressway along most of

its length within the western Mojave Desert region; however this section near Hinkley contains only 2 lanes which is insufficient for handling present and anticipated future travel demands.

As described in the biological assessment, Caltrans will be using typical construction equipment and methods within the project area. A cut and fill procedure of up to four feet will be used for the new pavement construction. Fill will be obtained from an existing off-site location; the exact location is unknown at this time and will depend on the contractor who is awarded the project. The existing SR-58 will continue to be used while the alignment is under construction. During construction, one lane of the current SR-58 will be closed and the terminal half mile at each end of the project will be used for staging. Outside the project area, there will be no off-road travel or parking areas.

Measures Proposed to Protect Desert Tortoises

To minimize adverse effects to the desert tortoise, Caltrans would implement the following protective measures during realignment and widening of SR-58. We summarized these measures from the biological assessment (Caltrans 2012) and from personal communications with Caltrans. The authorized biologist will follow the protocols established by the Service in the Desert Tortoise Field Manual (Service 2009) for all handling and translocation of desert tortoises and fencing of desert tortoise habitat. The field manual is located at http://www.fws.gov/ventura/species_information/protocols_guidelines/index.html.

1. Caltrans will designate a field contact representative who is responsible for overseeing compliance with protective stipulations for the desert tortoise and for coordination on compliance. The field contact representative will halt all construction activities that are in violation of the stipulations. The field contact representative will have a copy of the stipulations when on the site. The field contact representative may be the resident engineer or a contracted biologist.
2. At least 30 days prior to the initiation of construction activities within the proposed project site, Caltrans will ensure that their final plans and specifications include all requirements for preconstruction surveys for desert tortoises in all proposed construction staging areas, parking areas, and project elements, and flagging of these areas. The field contact representative will verify compliance with this and all other protective measures.
3. Caltrans will ensure that all construction personnel attend a worker education program presented by the authorized biologist. The program will include information on special status species within the project area, identification of these species and their habitats, techniques being implemented during construction to avoid impacts to species, consequences of killing or injuring

an individual of a listed species, and reporting procedures when encountering listed or sensitive species. Construction crews, foremen, and other personnel potentially working on site will attend this desert tortoise education program and place their name on a sign-in sheet. At a minimum, the construction monitoring notebook will include a copy of the Service's biological opinion, the California Department of Fish and Wildlife (CDFW) section 2081 permit, and a summary of the education program.

4. Only biologists authorized by the Service will handle desert tortoises. Caltrans will submit the name(s) of the proposed authorized biologist(s) to the Service for review and approval at least 30 days prior to the onset of activities. No construction activities will begin until the approval of the authorized biologist(s). The authorized biologist(s) will follow the protocols outlined in chapter 7 of the Desert Tortoise Field Manual (Service 2009) for handling and marking desert tortoises.

5. Prior to the start of construction, Caltrans will require the contractor to install fencing to exclude desert tortoises from all work areas and rights-of-way under the direction of an authorized biologist. Caltrans will construct the fence according to the protocols provided in chapter 8 of the Desert Tortoise Field Manual (Service 2009). If desert tortoises are encountered during installation of the fence, the authorized biologist will move the individual the shortest distance possible to an area outside the fence where it will be safe. Caltrans will be relocating any tortoises found inside the permanent desert tortoise fence onto adjacent Bureau land per agreement with the Bureau. The authorized biologist will use his or her judgment regarding the best measures to use to ensure the desert tortoise does not immediately return to the area inside of the fence. The authorized biologist may contact the Service or CDFW to discuss specific situations if the need arises.

6. Caltrans will maintain the integrity of the fence to ensure that desert tortoises are excluded from the work area during construction and from the roadway thereafter. The fence will be inspected regularly; initially, it will be inspected on a monthly basis, but Caltrans may adopt a different schedule, based on experience. Caltrans will inspect and, if necessary, repair the fence immediately after any rainstorm that occurs during times of the year or at temperatures when desert tortoises are likely to be active.

7. After the fencing is installed and before the onset of ground-disturbing activities, the authorized biologist will survey the area and remove all desert tortoises. The authorized biologist will survey the area as much as is needed to ensure that all desert tortoises have been found; generally, all desert tortoises will be considered to have been removed once a complete survey of the work area is conducted without finding any additional animals. Desert tortoises that are found inside the fenced area will be placed on the other side of the desert tortoise

exclusion fence onto Bureau land. The authorized biologist will use his or her best judgment to determine the optimal location for placement of desert tortoises. In general, desert tortoises will be moved to the nearest safe area south of the road realignment. The authorized biologist will follow the protocols provided in chapter 7 of the Desert Tortoise Field Manual (Service 2009) for marking and translocating desert tortoises.

8. All desert tortoises that need to be moved will be handled as described in chapter 7 of the Desert Tortoise Field Manual (Service 2009) for marking and translocating desert tortoises. These procedures will ensure desert tortoises that are being moved are protected to the greatest degree possible from transmission of disease, exposure to adverse weather conditions, and other adverse situations that may arise during handling.

9. Caltrans will have an authorized biologist on-site throughout the construction period to monitor relocated desert tortoises and to remove any additional individuals encountered during construction. The authorized biologist will follow the protocols provided in chapter 7 of the Desert Tortoise Field Manual (Service 2009) for marking and translocating desert tortoises.

10. Caltrans will ensure that workers do not bring firearms and pets into the project area. This measure does not apply to law enforcement personnel and working dogs.

11. Caltrans will implement a program to ensure that trash and litter generated by the proposed action do not attract common ravens (*Corvus corax*) and other potential predators of the desert tortoise. All trash and food items will be promptly contained within closed, common raven-proof containers. Caltrans will remove containers regularly from the project site to reduce the attractiveness of the area to common ravens and other desert tortoise predators. Project workers will secure vehicle loads to prevent litter from blowing out along the road.

12. As a means of minimizing incidental take of the desert tortoise, the Service shall require the Project applicant to post speed limits of 20 miles per hour (between February 1 and July 1), and strictly enforce speed limits within the project construction area. This speed limit does not apply to existing paved roads.

13. Caltrans will submit a post-construction report to the Service and CDFW within 30 days of the completion of work. This report will include information on: the number of desert tortoises handled, injured, and killed; the results of monitoring of relocated desert tortoises; and any difficulties in implementing the protective measures.

Caltrans is also incorporating many soft bottom culverts along the new alignment as well as ripping up a certain distance of the existing SR-58 and allowing it to revert back to its natural

state in order to accommodate movement of wildlife including desert tortoise. The twenty nine culverts range in size from 36 to 54 inches in diameter.

As part of their compliance with the California Endangered Species Act, Caltrans will acquire approximately 2,273 acres of habitat to be managed for the conservation of the desert tortoise (Caltrans 2012, page 29). Some of the loss of habitat associated with this project would partially be off-set by the donation and retirement of Bureau grazing allotments and subsequent allocation of forage for wildlife purposes in the West Mojave (Quinnell 2013).

ANALYTICAL FRAMEWORK FOR THE JEOPARDY DETERMINATION

Section 7(a)(2) of the Endangered Species Act requires that Federal agencies ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of listed species. "Jeopardize the continued existence of" means to engage in an action that reasonably would be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species (50 Code of Federal Regulations 402.02).

The jeopardy analysis in this biological opinion relies on four components: (1) the Status of the Species, which describes the range-wide condition of the desert tortoise, the factors responsible for that condition, and its survival and recovery needs; (2) the Environmental Baseline, which analyzes the condition of the desert tortoise in the action area, the factors responsible for that condition, and the relationship of the action area to the survival and recovery of the desert tortoise; (3) the Effects of the Action, which determines the direct and indirect impacts of the proposed Federal action and the effects of any interrelated or interdependent activities on the desert tortoise; and (4) the Cumulative Effects, which evaluates the effects of future, non-Federal activities in the action area on the desert tortoise.

In accordance with policy and regulation, the jeopardy determination is made by evaluating the effects of the proposed federal action in the context of the current status of the desert tortoise, taking into account any cumulative effects, to determine if implementation of the proposed action is likely to cause an appreciable reduction in the likelihood of both the survival and recovery of the desert tortoise in the wild.

STATUS OF THE SPECIES

Section 4(c)(2) of the Act requires the Service to conduct a status review of each listed species at least once every 5 years. The purpose of a 5-year review is to evaluate whether or not the species' status has changed since it was listed (or since the most recent 5-year review); these

reviews, at the time of their completion, provide the most up-to-date information on the range-wide status of the species. For this reason, we are appending the 5-year review of the status of the desert tortoise (Appendix 1; Service 2010b) to this biological opinion and are incorporating it by reference to provide most of the information needed for this section of the biological opinion. The following paragraphs provide a summary of the relevant information in the 5-year review.

In the 5-year review, the Service discusses the status of the desert tortoise as a single distinct population segment and provides information on the Federal Register notices that resulted in its listing and the designation of critical habitat. The Service also describes the desert tortoise's ecology, life history, spatial distribution, abundance, habitats, and the threats that led to its listing (i.e., the 5-factor analysis required by section 4(a)(1) of the Endangered Species Act). In the 5-year review, the Service concluded by recommending that the status of the desert tortoise as a threatened species be maintained.

With regard to the status of the desert tortoise as a distinct population segment, the Service concluded in the 5-year review that the recovery units recognized in the original and revised recovery plans (Service 1994 and 2011e, respectively) do not qualify as distinct population segments under the Service's distinct population segment policy (61 Federal Register 4722; February 7, 1996). We reached this conclusion because individuals of the listed taxon occupy habitat that is relatively continuously distributed, exhibit genetic differentiation that is consistent with isolation-by-distance in a continuous-distribution model of gene flow, and likely vary in behavioral and physiological characteristics across the area they occupy as a result of the transitional nature of, or environmental gradations between, the described subdivisions of the Mojave and Colorado deserts.

In the 5-year review, the Service summarizes information with regard to the desert tortoise's ecology and life history. Of key importance to assessing threats to the species and to developing and implementing a strategy for recovery is that desert tortoises are long-lived, require up to 20 years to reach sexual maturity, and have low reproductive rates during a long period of reproductive potential. The number of eggs that a female desert tortoise can produce in a season is dependent on a variety of factors including environment, habitat, availability of forage and drinking water, and physiological condition. Predation seems to play an important role in clutch failure. Predation and environmental factors also affect the survival of hatchlings.

In the 5-year review, the Service also discusses various means by which researchers have attempted to determine the abundance of desert tortoises and the strengths and weaknesses of those methods. The Service provides a summary table of the results of range-wide monitoring, initiated in 2001, in the 5-year review. This ongoing sampling effort is the first comprehensive attempt to determine the densities of desert tortoises across their range. Table 1 of the 5-year

review provides a summary of data collected from 2001 through 2007; we summarize data from the 2008 through 2010 sampling efforts in subsequent reports (Service 2010b, 2010c, 2010d). As the Service notes in the 5-year review notes, much of the difference in densities between years is due to variability in sampling; determining actual changes in densities will require many years of monitoring. Additionally, due to differences in area covered and especially to the non-representative nature of earlier sample sites, data gathered by the range-wide monitoring program cannot be reliably compared to information gathered through other means at this time.

In the 5-year review, the Service provides a brief summary of habitat use by desert tortoises; more detailed information is available in the revised recovery plan (Service 2011e). In the absence of specific and recent information on the location of habitable areas of the Mojave Desert, especially at the outer edges of this area, the 5-year review also describes and relies heavily on a quantitative, spatial habitat model for the desert tortoise north and west of the Colorado River that incorporates environmental variables such as precipitation, geology, vegetation, and slope and is based on occurrence data of desert tortoises from sources spanning more than 80 years, including data from the 2001 to 2005 range-wide monitoring surveys (Nussear et al. 2009). The model predicts the probability that desert tortoises will be present in any given location; calculations of the amount of desert tortoise habitat in the 5-year review and in this biological opinion use a threshold of 0.5 or greater predicted value for potential desert tortoise habitat. The model does not account for anthropogenic effects to habitat and represents the potential for occupancy by desert tortoises absent these effects.

To begin integrating anthropogenic activities and the variable risk levels they bring to different parts of the Mojave and Colorado deserts, the Service completed an extensive review of the threats known to affect desert tortoises at the time of their listing and updated that information with more current findings in the 5-year review. The review follows the format of the five-factor analysis required by section 4(a)(1) of the Act. The Service described these threats as part of the process of its listing (55 Federal Register 12178; April 2, 1990), further discussed them in the original recovery plan (Service 1994), and reviewed them again in the revised recovery plan (Service 2011e).

To understand better the relationship of threats to populations of desert tortoises and the most effective manner to implement recovery actions, the Desert Tortoise Recovery Office is developing a spatial decision support system that models the interrelationships of threats to desert tortoises and how those threats affect population change. The spatial decision support system describes the numerous threats that desert tortoises face, explains how these threats interact to affect individual animals and habitat, and how these effects in turn bring about changes in populations. For example, we have long known that the construction of a transmission line can result in the death of desert tortoises and loss of habitat. We have also

known that common ravens, known predators of desert tortoises, use the transmission line's pylons for nesting, roosting, and perching and that the access routes associated with transmission lines provide a vector for the introduction and spread of invasive weeds and facilitate increased human access into an area. Increased human access can accelerate illegal collection and release of desert tortoises and their deliberate maiming and killing, as well as facilitate the spread of other threats associated with human presence, such as vehicle use, garbage and dumping, and invasive plants (Service 2011e). Changes in the abundance of native plants because of invasive weeds can compromise the physiological health of desert tortoises, making them more vulnerable to drought, disease, and predation. The spatial decision support system allows us to map threats across the range of the desert tortoise and model the intensity of stresses that these multiple and combined threats place on desert tortoise populations.

The threats described in the listing rule and both recovery plans continue to affect the species. Indirect impacts to desert tortoise populations and habitat occur in accessible areas that interface with human activity. Most threats to the desert tortoise or its habitat are associated with human land uses; research since 1994 has clarified many mechanisms by which these threats act on desert tortoises. As stated earlier, increases in human access can accelerate illegal collection and release of desert tortoises and deliberate maiming and killing, as well as facilitate the spread of other threats associated with human presence, such as vehicle use, garbage and dumping, and invasive weeds.

Some of the most apparent threats to the desert tortoise are those that result in mortality and permanent habitat loss across large areas, such as urbanization and large-scale renewable energy projects, and those that fragment and degrade habitats, such as proliferation of roads and highways, OHV activity, and habitat invasion by non-native invasive plant species. However, we remain unable to quantify how threats affect desert tortoise populations. The assessment of the original recovery plan emphasized the need for a better understanding of the implications of multiple, simultaneous threats facing desert tortoise populations and of the relative contribution of multiple threats on demographic factors (i.e., birth rate, survivorship, fecundity, and death rate; Tracy et al. 2004).

We have enclosed a map that depicts the 12 critical habitat units of the desert tortoise and the aggregate stress that multiple, synergistic threats place on desert tortoise populations (Appendix 2). The map also depicts linkages between conservation areas for the desert tortoise (which include designated critical habitat) recommended in the revised recovery plan (Service 2011e) that are based on an analysis of least-cost pathways (i.e., areas with the highest potential to support desert tortoises) between conservation areas for the desert tortoise. This map illustrates that areas under the highest level of conservation management for desert tortoises remain subjected to numerous threats and stresses. This indicates that current conservation actions for

the desert tortoise are not substantially reducing mortality sources for the desert tortoise across its range.

Since the completion of the 5-year review, the Service has issued several biological opinions that affect large areas of desert tortoise habitat because of numerous proposals to develop renewable energy within its range. These biological opinions concluded that proposed solar plants were not likely to jeopardize the continued existence of the desert tortoise primarily because they were located outside of critical habitat and DWMAs that contain most of the land base required for the recovery of the species. The proposed actions also included numerous measures intended to protect desert tortoises during the construction of the projects, such as translocation of affected individuals. Additionally, the Bureau and California Energy Commission, the agencies permitting these facilities, have required the project proponents to fund numerous measures, such as land acquisition and the implementation of recovery actions intended to offset the adverse effects of the proposed actions. In aggregate, these projects resulted in an overall loss of approximately 30,180 acres of habitat of the desert tortoise; three of the projects (BrightSource Ivanpah, Stateline Nevada, and Desert Sunlight) constricted linkages between conservation areas that are important for the recovery of the desert tortoise. We also predicted that these projects would translocate, injure, or kill up to 1,621 desert tortoises (see table below); we concluded that most of the individuals in these totals would be juveniles. The mitigation required by the Bureau and California Energy Commission will result in the acquisition of private land within critical habitat and DWMAs and funding for the implementation of various actions that are intended to promote the recovery of the desert tortoise; at this time, we cannot assess how successful these measures will be.

The following table summarizes information regarding the proposed solar projects that have undergone formal consultation with regard to the desert tortoise. Data are from Service (2010e [Chevron Lucerne Valley], f [Calico], g [Genesis], h [Blythe]; 2011f [BrightSource Ivanpah], g [Desert Sunlight], h [Abengoa Harper Lake], i [Palen]; and Burroughs (2012; Nevada projects). Projects are in California, unless noted.

Project	Acres of Desert Tortoise Habitat	Estimated Number of Desert Tortoises Onsite	Recovery Unit
BrightSource Ivanpah	3,582	1,136	Eastern Mojave
Stateline Nevada - NV	2,966	123	Eastern Mojave
Amargosa Farm Road - NV	4,350	4	Eastern Mojave
Calico*			Western Mojave
Abengoa Harper Lake	Primarily in abandoned agricultural fields	4	Western Mojave
Chevron Lucerne Valley	516	10	Western Mojave
Nevada Solar One - NV	400	**	Northeastern Mojave
Copper Mountain North - NV	1,400	30 **	Northeastern Mojave
Copper Mountain - NV	380	**	Northeastern Mojave
Moapa K Road Solar - NV	2,152	202	Northeastern Mojave
Genesis	1,774	8	Colorado
Blythe	6,958	30	Colorado
Palen	1,698	18	Colorado
Desert Sunlight	4,004	56	Colorado
Total	30,180	1,621	

* The applicant has proposed changes to the proposed action; the Bureau has re-initiated formal consultation with the Service, pursuant to section 7(a)(2) of the Endangered Species Act, as part of its re-evaluation of the project (Service 2012e)

** These projects occurred under the Clark County Multi-species habitat conservation plan; we estimate that all three projects combined will affect fewer than 30 desert tortoises.

In addition to the biological opinions issued for solar development within the range of the desert tortoise, the Service (2012c) also issued a biological opinion to the Department of the Army for the use of additional training lands at Fort Irwin. As part of this proposed action, the Army removed approximately 650 desert tortoises from 18,197 acres of the southern area of Fort Irwin, which had been off-limits to training. The Army would also use an additional 48,629 acres that lie east of the former boundaries of Fort Irwin; much of this parcel is either too mountainous or too rocky and low in elevation to support numerous desert tortoises.

As the Service notes in the 5-year review (Service 2010b), “(t)he threats identified in the original listing rule continue to affect the (desert tortoise) today, with invasive species, wildfire, and renewable energy development coming to the forefront as important factors in habitat loss and conversion. The vast majority of threats to the desert tortoise or its habitat are associated with

human land uses.” Oftedal’s work (2002 in Service 2010b) suggests that invasive weeds may adversely affect the physiological health of desert tortoises. Modeling with the spatial decision support system indicates that invasive species likely affect a large portion of the desert tortoise’s range; see Appendix 3. Furthermore, high densities of weedy species increase the likelihood of wildfires; wildfires, in turn, destroy native species and further the spread of invasive weeds.

Global climate change is likely to affect the prospects for the long-term conservation of the desert tortoise. For example, predictions for climate change within the range of the desert tortoise suggest more frequent and/or prolonged droughts with an increase of the annual mean temperature by 3.5 to 4.0 degrees Celsius. The greatest increases will likely occur in summer (June-July-August mean increase of as much as 5 degrees Celsius [Christensen et al. 2007 in Service 2010b]). Precipitation will likely decrease by 5 to 15 percent annually in the region, with winter precipitation decreasing by up to 20 percent and summer precipitation increasing by 5 percent. Because germination of the desert tortoise’s food plants is highly dependent on cool-season rains, the forage base could be reduced due to increasing temperatures and decreasing precipitation in winter. Although drought occurs routinely in the Mojave Desert, extended periods of drought have the potential to affect desert tortoises and their habitats through physiological effects to individuals (i.e., stress) and limited forage availability. To place the consequences of long-term drought in perspective, Longshore et al. (2003) demonstrated that even short-term drought could result in elevated levels of mortality of desert tortoises. Therefore, long-term drought is likely to have even greater effects, particularly given that the current fragmented nature of desert tortoise habitat (e.g., urban and agricultural development, highways, freeways, military training areas, etc.) will make recolonization of extirpated areas difficult, if not impossible.

The Service notes in the 5-year review that the combination of the desert tortoise’s late breeding age and a low reproductive rate challenges our ability to achieve recovery. When determining whether a proposed action is likely to jeopardize the continued existence of a species, we are required to consider whether the action would “reasonably be expected, directly or indirectly, to reduce appreciably the likelihood of both the survival and recovery of a listed species in the wild by reducing the reproduction, numbers, or distribution of that species (50 Code of Federal Regulations 402.02). Although the Service does not explicitly address these metrics in the 5-year review, we have used the information in that document to summarize the status of the desert tortoise with respect to its reproduction, numbers, and distribution.

In the 5-year review, the Service notes that desert tortoises increase their reproduction in high rainfall years; more rain provides desert tortoises with more high quality food (i.e., plants that are higher in water and protein), which, in turn, allows them to lay more eggs. Conversely, the physiological stress associated with foraging on food plants with insufficient water and nitrogen

may leave desert tortoises vulnerable to disease (Ofstedal 2002 in Service 2010b), and the reproductive rate of diseased desert tortoises is likely lower than that of healthy animals. Young desert tortoises also rely upon high-quality, low-fiber plants (e.g., native forbs) with nutrient levels not found in the invasive weeds that have increased in abundance across its range (Ofstedal et al. 2002; Tracy et al. 2004). Compromised nutrition of young desert tortoises likely represents an effective reduction in reproduction by reducing the number that reaches adulthood. Consequently, although we do not have quantitative data that show a direct relationship, the abundance of weedy species within the range of the desert tortoise has the potential to negatively affect the reproduction of desert tortoises and recruitment into the adult population.

Data from long-term study plots, which were first established in 1976, cannot be extrapolated to provide an estimate of the number of desert tortoises on a range-wide basis; however, these data indicate, “appreciable declines at the local level in many areas, which coupled with other survey results, suggest that declines may have occurred more broadly” (Service 2010b). Other sources indicate that local declines are continuing to occur. For example, surveyors found “lots of dead [desert tortoises]” in the western expansion area of Fort Irwin (Western Mojave Recovery Unit) in 2008 (Fort Irwin Research Coordination Meeting 2008). After the onset of translocation, coyotes killed 105 desert tortoises in Fort Irwin’s southern translocation area (Western Mojave Recovery Unit); other canids may have been responsible for some of these deaths. Other incidences of predation were recorded throughout the range of the desert tortoise during this time (Esque et al. 2010). Esque et al. (2010) hypothesized that this high rate of predation on desert tortoises was influenced by low population levels of typical prey for coyotes due to drought conditions in previous years. Recent surveys in the Ivanpah Valley (Northeastern Mojave Recovery Unit) for a proposed solar facility detected 31 live desert tortoises and the carcasses of 25 individuals that had been dead less than 4 years (Ironwood 2011); this ratio of carcasses to live individuals over such a short period of time may indicate an abnormally high rate of mortality for a long-lived animal. In summary, the number of desert tortoises range-wide likely decreased substantially from 1976 through 1990 (i.e., when long-term study plots were initiated through the time the desert tortoise was listed as threatened), although we cannot quantify the amount of this decrease. Additionally, more recent data collected from various sources throughout the range of the desert tortoise suggest that local declines continue to occur (e.g., Bureau et al. 2005, Esque et al. 2010).

The distribution of the desert tortoise has not changed substantially since the publication of the original recovery plan in 1994 (Service 2010b) in terms of the overall extent of its range. Prior to 1994, desert tortoises were extirpated from large areas within their distributional limits by urban and agricultural development (e.g., the cities of Barstow, Lancaster, Las Vegas, St. George, etc.; agricultural areas south of Edwards Air Force Base and east of Barstow), military training (e.g., Fort Irwin, Leach Lake Gunnery Range), and off-road vehicle use (e.g., portions of

off-road management areas managed by the Bureau and unauthorized use in areas such as east of California City). Since 1994, urban development around Las Vegas has likely been the largest contributor to habitat loss throughout the range. Desert tortoises have been essentially removed from the 18,197-acre southern expansion area at Fort Irwin (Service 2012c).

The following table depicts acreages of habitat (as modeled by Nussear et al. 2009) within various regions of the desert tortoise's range and of impervious surfaces as of 2006 (Xian et al. 2009). Impervious surfaces include paved and developed areas and other disturbed areas that have zero probability of supporting desert tortoises.

Regions ¹	Modeled Habitat (acres)	Impervious Surfaces within Modeled Habitat	Percent of Modeled Habitat that is now Impervious
Western Mojave	7,582,092	1,864,214	25
Colorado Desert	4,948,900	494,981	10
Northeast Mojave	7,776,934	1,173,025	15
Upper Virgin River	232,320	80,853	35
Total	20,540,246	3,613,052	18

¹The regions do not correspond to recovery unit boundaries; we used a more general separation of the range for this illustration.

On an annual basis, the Service produces a report that provides an up-to-date summary of the factors that were responsible for the listing of the species, describes other threats of which we are aware, describes the current population trend of the species, and includes comments of the year's findings. The Service's (2011d) recovery data call report describes the desert tortoise's status as 'declining,' and notes that "(a)nnual range-wide monitoring continues, but the life history of the desert tortoise makes it impossible to detect annual population increases (continued monitoring will provide estimates of moderate- to long-term population trends). Data from the monitoring program do not indicate that numbers of desert tortoises have increased since 2001. The fact that most threats appear to be continuing at generally the same levels suggests that populations are still in decline. Information remains unavailable on whether mitigation of particular threats has been successful."

In conclusion, we have used the 5-year review (Service 2010b), revised recovery plan (Service 2011e), and additional information that has become available since these publications to review the reproduction, numbers, and distribution of the desert tortoise. The reproductive capacity of the desert tortoise may be compromised to some degree by the abundance and distribution of invasive weeds across its range; the continued increase in human access across the desert likely continues to facilitate the spread of weeds and further affect the reproductive capacity of the

species. Prior to its listing, the number of desert tortoises likely declined range-wide, although we cannot quantify the extent of the decline; since the time of listing, data suggest that declines have occurred in local areas throughout the range. The continued increase in human access across the desert continues to expose more desert tortoises to the potential of being killed by human activities. The distributional limits of the desert tortoise's range have not changed substantially since the issuance of the original recovery plan in 1994; however, desert tortoises have been extirpated from large areas within their range (e.g., Las Vegas, other desert cities). The species' low reproductive rate, the extended time required for young animals to reach breeding age, and the multitude of threats that continue to confront desert tortoises combine to render its recovery a substantial challenge.

ENVIRONMENTAL BASELINE

Action Area

The implementing regulations for section 7(a)(2) of the Act define the action area to be "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action." We consider the action area to be equivalent to Caltrans' project impact area. In its biological assessment, Caltrans (2012) defines the project impact area as "the area to be directly impacted by construction and the area within the proposed right-of-way. This project impact area is located within the biological study area, which varies in width from approximately 600 to 1,200 feet, where the biological surveys for this project were conducted. The project impact area runs the length of the project (approximately 9 miles) and the width of the project is approximately 350 feet in most areas.

The existing SR-58 lanes will be utilized for continued traffic use while components of the new alignment are constructed. One lane will be closed at a time, and the 0.5 mile at the end of each side of the project would be used for staging. There will be no off-road travel or parking areas.

We also include the area within which Caltrans would move any desert tortoises that are found within the project impact area as part of the action area; because these individuals will be moved within a short distance of the project impact area, the action area is unlikely to be substantially larger than the project impact area defined by Caltrans.

The action area also includes the area that Caltrans will acquire as mitigation pursuant to its compliance with the California Endangered Species Act, (approximately 2,273 acres are slated to be acquired), and lands the Bureau will be retiring from grazing. The locations of these areas are unknown at this time.

Habitat Characteristics of the Action Area

The following description of the action area is summarized from the biological assessment (Caltrans 2012). The 764-acre project area lies between 2,178 to 2,292 feet in elevation. Soils are deep, well drained, typical of terraces and alluvial fan areas, and are principally composed of granitic material. Of the 764 acres, approximately 262 acres within the project area are described as disturbed and developed and not considered as suitable for the desert tortoise.

The remaining acreage (approximately 502 acres) supports two native vegetation communities – creosote bush scrub and saltbush scrub. Approximately 44 percent of the 502 acres consists of saltbush scrub, 37 percent creosote bush scrub, and approximately 19 percent is disturbed saltbush scrub. Desert tortoise have been documented in these habitats.

In summary, land use within the action area is open space with the exception of development and agriculture in the eastern portion (east of Mountain View). The Burlington Northern Santa Fe railroad runs parallel with SR-58 from about one mile west of Lenwood Road east to the end of the project study area. Human disturbance including off highway vehicle use, evidence of livestock grazing, active farms (both dairy and crop) and trash dumping is documented.

Status of the Desert Tortoise in the Action Area

Several biological surveys have been conducted for this project in 2001, 2009, and 2011. Focused surveys for the desert tortoise were conducted between May 4 and 7, 2009 and established protocols were followed in conducting a presence/absence survey within the project impact area. In short, the survey consisted of walking 33 feet (10 meters) transects throughout the potential impact area to provide 100 percent coverage of the area. Additionally, concentric surveys around the perimeter of the impact area were conducted at approximately 100, 300, 600, and 1,200 feet from edge of the proposed project area.

During the protocol surveys, 16 live desert tortoises and 622 pieces of sign (corrected to 240 pieces of sign) were located within the project impact area. The sign included 137 shelter sites, 413 scat, 22 carcasses, and 34 sets of tracks. An additional 10 live tortoises were incidentally encountered during other biological surveys in 2009. It is unknown if these 10 desert tortoises were any of 16 animals previously detected during the focused surveys, or are new individuals.

In general, these numbers appear to represent a high density of desert tortoises within the project impact area given that the proposed action lies south of the Superior-Cronese Desert Wildlife Management Area (DWMA) and a portion of the Fremont-Kramer DWMA which the Service

has designated as critical habitat. However, the project will be situated outside the designated critical habitat for the species.

Based on the surveys, and our general knowledge of the area, we estimate that the action area supports 16 adult and subadult desert tortoises (i.e., any combination of individuals that are greater than 160 millimeters in length). Because of the potential that some desert tortoises may not have been detected during the surveys or may have moved on to the site between the time of the survey and the onset of road realignment and construction, we have used the results of the survey and our professional judgment to estimate that the action area supports 16 adult and subadult desert tortoises (i.e., any combination of individuals that are greater than 160 millimeters in length).

Juvenile desert tortoises (i.e., any desert tortoise less than 160 millimeters in length, including hatchlings) are extremely difficult to detect because of their small size and their cryptic nature. Hatchlings may also have emerged from a nest on the site since the time of the survey. This scenario could also increase the overall number of individuals on the site. Based on a 4-year study of their population ecology, Turner et al. (1987) determined that juveniles accounted for approximately 87 percent of the overall population. Using this number and a maximum of 16 adult and subadult desert tortoises on the proposed site, we estimate that the action area may support up to 108 juveniles (i.e., those animals less than 160 millimeters in size).

To estimate the number of eggs that could be present on the project site, we multiplied the average female annual egg production (i.e., 5.8, see Service 1994) by the number of adult and subadult females within the action area. Based on work performed in Ivanpah Valley and at the Goffs study site where the ratio of males to females was 1:1 (Turner et al. 1984, Turner et al. 1987), we assumed that eight of the 16 adult and subadult desert tortoises are reproductive females. These individuals could produce approximately 46.4 eggs in a given year (i.e., 8 females times 5.8 eggs per female per year); for the purposes of this biological opinion we will use the estimate of 46 eggs. Fewer eggs are likely to be onsite at any given time because the territories of the female desert tortoises likely extend, at least in part, off the project site and individuals may establish nests in these areas.

We emphasize that, although our estimate of the number of adult and subadult desert tortoises, eggs, and juveniles on the project site, translocation area, and action area is based on the best available information, the overall number of animals and eggs on site may be different. We recognize that the survey data used for these estimates represent a single point in time and the number of individuals in these areas may change by the onset of project activities.

The 2,273 acres of land that Caltrans plans on acquiring, and those lands that the Bureau will be retiring from grazing and converting to wildlife forage (to off-set some of the habitat loss from this project) is included in the action area for this consultation. However, because these lands have not been selected, we have no information regarding the status of the desert tortoise on these lands.

EFFECTS OF THE ACTION

Several aspects of the proposed action may affect desert tortoises within the action area. These aspects are the capture and relocation of any desert tortoises that may be inside the exclusion fence, the installation of the fences to exclude desert tortoises from the freeway and construction area, killing or injuring adult or juvenile desert tortoise and crushing tortoise eggs during construction of the expressway, and offsite conservation measures. We will discuss these aspects in the following paragraphs.

Capture and Relocation of Desert Tortoises

Caltrans will install desert tortoise exclusion fencing around all long-term and temporary disturbance areas. An authorized biologist will perform clearance surveys (in accordance with the most recent Service survey protocols) of the enclosed area and translocate desert tortoises found within the enclosure to areas immediately adjacent to and outside of the fence. Desert tortoises moved in this manner may attempt to return to the portions of their territory on the far side of the fence. In past studies, at least a small percentage of translocated desert tortoises tried to return to their capture sites (Corn 2004, Nussear 2004). We expect that these desert tortoises will eventually become acclimated to the new boundaries of their territories and cease attempts to return. In fact, Walde et al. (2008) found that desert tortoises moved from one side of the fence to the other did not move as far as animals that were moved a long distance.

Releasing a desert tortoise outside of its home range, far from known burrows or away from shade, may be detrimental to its health (Stewart 1993 in Boarman 2002). Such a release could be particularly hazardous during hot, dry weather or late in the afternoon when the body temperatures of stressed desert tortoises could reach fatal levels. However, these desert tortoises will be moved short distances and, therefore, are likely to be familiar with the release areas. In addition, Caltrans has proposed protective measures to prevent release of individuals when temperatures are unsafe. Authorized biologists will follow the guidance outlined in chapter 7 of the Desert Tortoise Field Manual (Service 2009) for the capture and relocation of desert tortoises. Consequently, we do not anticipate any substantial effects to desert tortoises following release.

An elevated level of transmission of disease is also unlikely to occur because the translocated animals would likely have previous contact with other individuals in the area. In addition, we expect authorized biologists will move relatively few desert tortoises in this manner, because few adult and subadult desert tortoises occur within the project area. For this reason, these short-distance translocations are unlikely to affect desert tortoises in the action area in a substantial manner.

We estimate the translocation of approximately 16 adult and subadult desert tortoises to the area outside of the barrier fencing. Authorized biologists are more likely to observe adult and subadult desert tortoises during clearance surveys due to their large size. Authorized biologists are less likely to find juvenile desert tortoises or desert tortoise eggs during surveys due to their small size. We have estimated that approximately 108 juvenile desert tortoises and 46 eggs may occur within the project site. We do not anticipate that authorized biologists will find any desert tortoise eggs and we anticipate that they are likely to find and translocate few, if any, juvenile desert tortoises.

Handling may cause several effects to desert tortoises. Handling desert tortoises sometimes causes them to void the contents of their bladder, which may represent loss of important fluids that could be fatal (Averill-Murray 1999 in Boarman 2002). Averill-Murray 1999 (in Boarman 2002) provided some evidence that handling-induced voiding may adversely affect survivability, although the amount of fluid discharged is usually small. In addition, disease transmission could occur if people handle more than one desert tortoise without using appropriate sterile techniques (Roszkopf 1991, Berry and Christopher 2001 all in Boarman 2002). However, Caltrans has required numerous protective measures to reduce the potential for injury or mortality associated with handling and translocation of individuals. Authorized biologists will follow the guidance outlined in chapter 7 of the Desert Tortoise Field Manual (Service 2009) for capturing and relocating desert tortoises. We anticipate that the implementation of these measures and the use of experienced biologists, authorized by the Service, will result in little, if any, injury or mortality of individuals due to handling.

Translocation of desert tortoises into areas adjacent to the project area could potentially affect desert tortoises already residing outside of the project area and have home ranges that overlap with the release area. This translocation could slightly increase the density within the release area. However, we do not expect that released animals would be so concentrated that it would substantially alter the density of desert tortoises in the translocation area. Given that Saethre et al. 2003 (in Esque et al. 2005) did not observe possible effects until densities reached 1,295 desert tortoises per square mile and the densities within the project area are already far below this number, we expect that translocation is unlikely to affect resident desert tortoises in a substantial manner as a result of increased densities.

Installation of the Fence to Exclude Desert Tortoises from the Highway

Caltrans has proposed to install fencing to prevent desert tortoises from entering the area considered to be the ultimate right-of-way for SR-58. Desert tortoises could be killed or injured by work vehicles during installation of the fence. Because of the relatively limited amount of activity associated with the installation of the fence and the proposed presence of a qualified biologist to protect desert tortoises during this activity, few individuals are likely to be killed or injured.

The presence of SR-58 has fragmented habitat and probably substantially disrupted the movement of desert tortoises across this portion of the desert; we expect that few desert tortoises are able to cross over the highway, although they may use culverts to pass under it. The presence of the permanent fencing to preclude desert tortoises from entering the roadway will not substantially alter the degree of fragmentation in this region.

Most importantly, the installation of the fence to exclude desert tortoises from 8.9 miles of the freeway would continue to substantially reduce the level of mortality of individuals of this species. Because desert tortoises would no longer be able to gain access to the freeway, they would no longer be subject to being struck by vehicles or collected by passersby. We consider the protection of individual desert tortoises, particularly females of breeding age, from potential ongoing sources of mortality to be a key component of recovering this species; in fact, the fencing of this section of SR-58 is recommended in the recovery plan for the desert tortoise (Service 1994).

Installation of Culverts

Caltrans is proposing to install approximately 29 soft-bottom culverts, ranging in size from 36 to 54 inches in diameter, under SR-58 at this time. The size of these culverts more than adequately allow for large adults desert tortoise to pass through. However, the culverts alone will not substantially increase the chances of desert tortoises crossing the highway successfully. Moreover, if outlets to the culverts are raised too far off the ground where they are not accessible to the desert tortoise, this would not benefit them. Desert tortoises have been known to fall in between large rocks of riprap surrounding outlets of culverts.

Realignment Construction

Caltrans has proposed to install temporary and permanent fencing to prevent desert tortoises from entering areas that would be disturbed during and after construction. After the fence is

installed, qualified biologists will survey the action area to find and remove any desert tortoises. Caltrans would not begin ground-disturbing activities until this survey is completed.

For these reasons, we anticipate that adult and subadult desert tortoises are unlikely to be killed or injured by heavy equipment or workers during construction of the new expressway. Juvenile desert tortoises are difficult to detect during surveys; therefore, the potential exists that they will likely be missed during the surveys and remain in the work areas during construction. Given that desert tortoises inhabit the action area, the likelihood that juveniles and eggs are present is moderate.

Approximately 502 acres of desert tortoise habitat would be permanently disturbed during the construction of the road realignment and widening (Caltrans 2012). (The action area includes desert tortoise habitat and areas that do not support the species; consequently, it covers more than 502 acres.) The habitat loss would occur in a fairly linear pattern adjacent to the existing SR-58. The permanent loss of this habitat and the decreased value of the adjacent habitat will not substantially reduce the amount of habitat that is available within the region for desert tortoises to breed, feed, seek shelter, or conduct other necessary ecological functions. The proposed alignment is surrounded by additional habitat that provides these functions to desert tortoises.

Caltrans' commitment to prevent common ravens from accessing construction-related trash should reduce the likelihood that these birds will gain substantial subsidies during construction. Although common ravens may be attracted to the heightened levels of human activity during construction to some degree, we expect this slight local increase is likely to be minor and temporary because of the lack of substantial subsidies.

The education program that Caltrans will provide should prevent workers from killing, injuring, or otherwise affecting desert tortoises as a result of being uninformed. However, it should be noted that in sections along the new alignment there currently exists housing development that likely already contributes to serving as sources of subsidies for ravens and other predators. The goal would be not to increase additional subsidies and prevent an increase of the number of predators of desert tortoise over the existing baseline condition.

Injury and Mortality of Desert Tortoises

In the previous sections, we discussed how various aspects of the proposed action might kill or injure desert tortoises and concluded that up to 16 adult and subadult desert tortoises, 108 juveniles and 46 eggs may occur in the action area and be affected by the proposed project. We expect that most of the desert tortoises translocated to adjacent habitat will persist in the area

after surface-disturbing activities cease. We anticipate that some subset of the desert tortoises in the action area may die if not detected during surveys.

We anticipate that most of these undetected individuals would be juvenile desert tortoises that have not reached reproductive age. Although we cannot predict the percentage of the juvenile population that would go undetected, some potential exists that surveys could miss all of the estimated 108 juveniles on the project site. Clearance surveys would likely move most, if not all, of the 16 adult or subadult desert tortoises estimated to be in work areas. We anticipate that detection of eggs will not occur and that survival of eggs within the action area is unlikely. Consequently, road construction activities could destroy up to 46 desert tortoise eggs.

We conclude that the number of adults, subadults, juveniles, and eggs that are likely to be lost as a result of surface disturbance comprises a small portion of the overall population in the Western Mojave Recovery Unit and that this loss would not appreciably reduce the number of desert tortoises in the recovery unit.

Offsite Conservation Measures

Caltrans has proposed to acquire approximately 2,273.56 acres of habitat that will be preserved in perpetuity for the recovery of the desert tortoise to offset the adverse effects of the realignment and widening project. This measure would contribute to the recovery of the desert tortoise to some degree, because it has the potential to remove any threats on the acquired land through appropriate management. This acquisition would be most effective if it is implemented as part of a comprehensive strategy to conserve desert tortoises. Some of the loss of habitat associated with this project would partially be off-set by the donation and retirement of Bureau grazing allotments and subsequent allocation of forage for wildlife purposes in the West Mojave. The exact location of this land is unknown; however, the retirement of grazing allotments and the subsequent allocation of that forage for wildlife will likely benefit the desert tortoise.

Miscellaneous Effects

Non-native weed species currently occur on the proposed project site and are likely to occur in other portions of the action area at varying densities. Road construction activities have the potential to increase the distribution and abundance of non-native weed species within the action area due to surface-disturbing activities that favor the establishment of these species. In addition, access to the project site and other project features by personnel is likely to increase the volume and distribution of non-native seed carried into the action area. The increased abundance in non-native weed species associated with this project may result in an increased fire risk, which may result in future habitat loss. We cannot reasonably predict the increase in non-native weed

species abundance that this project will create within the action area and we cannot predict the effects to the desert tortoise from the introduction of non-native weed species.

Summary

Caltrans has proposed numerous measures to avoid, minimize, reduce, and offset the adverse effects on the desert tortoise of the proposed action. Additionally, the action area supports several desert tortoises. Consequently, we expect that few, if any, desert tortoises will be killed or injured by the construction of the new alignment.

The permanent loss of approximately 502 acres of suitable habitat will not substantially reduce the reproduction, numbers, or distribution of the species in the wild, because large amounts of habitat remain available in this general area, the habitat that will be lost or disturbed is adjacent to a heavily used road where the quality of habitat is generally lower, and the area is not located within a region that is considered crucial for the recovery of the species. Additionally, Caltrans' proposal to acquire approximately 2,273 acres of habitat to manage for the conservation of the desert tortoise should contribute to its recovery, to some degree.

CUMULATIVE EFFECTS

Cumulative effects include the effects of future State, tribal, local, or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to section 7 of the Act. The action area is entirely within the existing Caltrans right-of-way; consequently, we do not anticipate any cumulative effects will occur in this area. In addition, although we do not know the location of the acquired lands, future actions on those lands would be intended to promote the conservation of the desert tortoise. Consequently, we do not anticipate that adverse cumulative effects would occur on the acquired lands.

CONCLUSION

After reviewing its current status, the environmental baseline for the action area, the effects of the proposed action, and the cumulative effects, it is our biological opinion that the proposed road realignment and widening of SR-58 near Hinkley, California (between PM 22.2 and PM 31.1) is not likely to jeopardize the continued existence of the desert tortoise. We have reached this conclusion, in part, because Caltrans has proposed measures (see below) to reduce the number of desert tortoises that are likely to be injured or killed by its proposed action and will acquire approximately 2,273 acres of habitat to manage for the conservation of the desert tortoise.

1. Road construction activities are likely to kill or injure few adult and subadult desert tortoises because Caltrans will implement numerous measures to protect desert tortoises during construction activities (e.g., clearance surveys, translocation, exclusion fencing, authorized biologists), and an unidentifiable number of juvenile tortoises.
2. Road construction activities would have no measurable effect on the distribution of desert tortoises.
3. Most, if not all, of the reproductive desert tortoise on the project site would be moved to adjacent areas where they would continue to reproduce.
4. Caltrans will implement specific measures to reduce the potential for increased predation by common ravens.
5. This project would not result in loss of habitat in areas designated for intensive management to achieve conservation of desert tortoises.

The analysis we conduct under section 7(a)(2) of the Endangered Species Act must be conducted in relation to the status of the entire listed taxon. We based the analysis in this biological opinion within the context of the Western Mojave Recovery Unit because of the wide range of the desert tortoise. Because we have determined that the effects of this action would not compromise the integrity of the Western Mojave Recovery Unit or impede the survival or recovery of the desert tortoise in an appreciable manner in this portion of its range, we have not extended the analysis of the effects of this proposed action to the remainder of the range of the Mojave population of the desert tortoise.

INCIDENTAL TAKE STATEMENT

Section 9 of the Act and Federal regulations pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. Harm is further defined by the Service to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. Harass is defined by the Service as intentional or negligent actions that create the likelihood of injury to listed species by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to

and not intended as part of the agency action is not considered to be prohibited taking under the Act provided that such taking is in compliance with the terms and conditions of this incidental take statement.

The measures described in this incidental take statement are non-discretionary; Caltrans must undertake these measures or make them binding conditions of any authorization provided to contractors. Caltrans has a continuing duty to regulate the activities covered by this incidental take statement. If Caltrans fails to assume and implement the terms and conditions of the incidental take statement or to make them enforceable terms of its contracts, the protective coverage of section 7(o)(2) may lapse. To monitor the impact of incidental take, Caltrans must report the progress of the action and its impact on the species to the Service as specified in the incidental take statement (50 Code of Federal Regulations 402.14(i)(3)).

We anticipate that all desert tortoises within the action area may be taken during construction of the expressway; because 16 tortoises were detected during surveys, we expect that the total number of animals that may be taken during construction will be much higher. We anticipate that most of the adult and subadult individuals will be captured and relocated to nearby suitable habitat.

We cannot quantify the precise numbers of desert tortoises that may be captured, killed, or injured as a result of the actions that Caltrans has proposed because desert tortoises move over time; for example, animals may have entered or departed the action area since the time of the surveys. The protective measures proposed by Caltrans are likely to prevent mortality or injury of most desert tortoises, including young and eggs. The exemption provided by this incidental take statement to the prohibitions against take contained in section 9 of the Act extends only to the action area as described in the Environmental Baseline-Action Area sections of this biological opinion; maps of the construction portion of the action area are available in the biological assessment (Caltrans 2012).

REASONABLE AND PRUDENT MEASURES

The Service believes the following reasonable and prudent measures are necessary and appropriate to minimize take of desert tortoises during the widening and realignment of SR-58:

1. Caltrans must ensure that only authorized biologists conduct surveys for and relocate desert tortoises and eggs during the implementation of the proposed project. This would include activities such as excavating tortoise burrows to remove individuals and constructing new burrows off-site in areas identified as translocation sites.

2. Caltrans must ensure that the level of incidental take that occurs during implementation of the proposed action is commensurate with the analysis contained in this biological opinion.

Our evaluation of the proposed action includes consideration of the protective measures proposed by Caltrans in its biological assessment and reiterated in the Description of the Proposed Action section of this biological opinion. Consequently, any changes in these protective measures may constitute a modification of the proposed action that causes an effect to the desert tortoise that was not considered in the biological opinion and require re-initiation of consultation, pursuant to the implementing regulations of the section 7(a)(2) of the Act (50 Code of Federal Regulations 402.16). The reasonable and prudent measures and terms and conditions are intended to complement and clarify the protective measures proposed by Caltrans.

TERMS AND CONDITIONS

To be exempt from the prohibitions of section 9 of the Act, Caltrans must comply with the following terms and conditions, which implement the reasonable and prudent measures described in the previous section, and the reporting and monitoring requirements. These conditions are non-discretionary.

1. The following term and condition implements reasonable and prudent measure 1:
Caltrans must ensure that only biologists authorized by the Service under the auspices of this biological opinion conduct clearance surveys for and relocate desert tortoises. We request that you provide us with the credentials of authorized biologists who you wish to conduct these duties at least 30 days prior to the time they must be in the field.
2. The following terms and conditions implement reasonable and prudent measure 2:
 - a. To ensure that the measures proposed by Caltrans are effective and are being properly implemented, Caltrans must contact the Service immediately if it becomes aware that a desert tortoise has been killed or injured by project activities. At that time, the Service and Caltrans will review the circumstances surrounding the incident to determine whether additional protective measures are required. Project activities may continue pending the outcome of the review, provided that Caltrans' proposed protective measures and any appropriate terms and conditions of this biological opinion have been and continue to be fully implemented.

- b. If three desert tortoises are killed or injured during construction of the expressway, Caltrans must re-initiate consultation, pursuant to the implementing regulations for section 7(a)(2) of the Endangered Species Act at 50 Code of Federal Regulations 402.16, on the proposed action.

Because we do not expect that the capture and handling of desert tortoises (e.g., to remove them from the project area) is likely to result in injury or mortality, we are not establishing a criterion for re-initiation of formal consultation for this activity.

REPORTING REQUIREMENTS

Within 30 days of completion of the proposed action, Caltrans must provide a report to the Service that provides details on the effects of the action on the desert tortoise. Specifically, the report must include information on any instances when desert tortoises were killed, injured, or handled; the circumstances of such incidents; and any actions undertaken to prevent similar injuries or mortalities from re-occurring. We recommend that Caltrans provide us with any recommendations that would facilitate the implementation of the protective measures while maintaining protection of the desert tortoise.

We also request that Caltrans provide us with the names of any desert tortoise monitors who assisted the authorized biologist and an evaluation of the experience they gained on the project; the qualifications form on our website (http://www.fws.gov/ventura/sppinfo/protocols/deserttortoise_monitor-qualifications-statement.pdf), filled out for this project, along with any appropriate narrative would provide an appropriate level of information. This information would provide us with additional reference material in the event these individuals are submitted as potential authorized biologists for future projects.

DISPOSITION OF DEAD OR INJURED DESERT TORTOISES

Within 3 days of locating any dead or injured desert tortoises, you must notify the Ventura Fish and Wildlife Office by telephone (805) 644-1766 and by facsimile (805) 644-3958 or electronic mail. The report must include the date, time, location of the carcass, a photograph, cause of death, if known, and any other pertinent information.

Injured desert tortoises must be taken to a qualified veterinarian for treatment. If any injured tortoises survive, the Service must be contacted regarding their final disposition.

Care must be taken in handling dead specimens to preserve biological material in the best possible state for later analysis, if such analysis is needed. The Service will make this

determination when Caltrans provides notice that a desert tortoise has been killed by project activities.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs Federal agencies to use their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information.

We encourage Caltrans to work with the Service and other agencies to help implement a comprehensive strategy for the conservation and recovery of the desert tortoise. Given the amount of desert tortoise habitat currently under Federal and state management, including public lands within the Bureau's desert wildlife management areas, the recovery plan for the desert tortoise outlines a comprehensive strategy for recovery that emphasizes partnerships for recovery action prioritization, implementation and tracking within existing conservation areas. The strategy proposes Recovery Implementation Teams, responsible for developing region-specific, step-down recovery-action plans, and implementing those actions on the ground. Recovery actions include restoration of habitat, closure of unauthorized routes, fencing of roads where desert tortoises are frequently killed, management of subsidized predators, law enforcement patrols, research directed at specific recovery needs, and public outreach and education. Such actions reduce or eliminate sources of mortality of desert tortoises and work towards improving habitat quality. Although land acquisition is an important component of an overall conservation and recovery program and should continue to be conducted in a strategic manner, helping to implement actions within conservation areas will likely provide the greatest recovery benefit for the desert tortoise at this time. To this end, we encourage you to participate in the Recovery Implementation Teams that the Service has organized to apply a science-driven, cooperative approach to recovering the desert tortoise.

REINITIATION NOTICE

This concludes formal consultation on the proposed widening and realignment of SR-58 from PM 22.2 to PM 31.1, in San Bernardino County. Reinitiation of formal consultation is required where discretionary Federal involvement or control over the action has been retained or is authorized by law and: (a) if the amount or extent of taking specified in the incidental take statement is exceeded; (b) if new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (c) if the identified action is subsequently modified in a manner that causes an effect to the listed species

or critical habitat that was not considered in the biological opinion; or (d) if a new species is listed or critical habitat designated that may be affected by the identified action (50 Code of Federal Regulations 402.16).

If you have any questions regarding this biological opinion, please contact Ray Vizgirdas of my staff at (909) 383-2959.

Sincerely,



Diane K. Noda
Field Supervisor

Appendices:

1 - Mojave population of the desert tortoise (*Gopherus agassizii*). 5-year review: summary and evaluation. Available on disk or hard copy by request or at http://ecos.fws.gov/docs/five_year_review/doc3572.DT%205Year%20Review_FINAL.pdf.

2 - Map illustrating the 12 critical habitat units of the desert tortoise and the aggregate stress that multiple threats place on critical habitat.

3 - Map depicting the extent of the threat of invasive plants.

REFERENCES CITED
IN THE STATUS OF THE SPECIES SECTION OF THIS BIOLOGICAL OPINION

- Averill-Murray, R. 2011. Electronic mail. Summary of Fort Irwin translocation research results to date – taken from 2010 recovery permit reports. Dated April 29. Desert Tortoise Recovery Office, U.S. Fish and Wildlife Service. Reno, Nevada.
- Burroughs, M. 2012. Electronic mail. Information on solar projects in desert tortoise habitat in Nevada for which the Fish and Wildlife Service has issued biological opinions. Dated April 26. Fish and Wildlife Biologist, Southern Nevada Field Office. Las Vegas, Nevada.
- Esque, T.C., K.E. Nussear, K.K. Drake, A.D. Walde, K.H. Berry, R.C. Averill-Murray, A.P. Woodman, W.I. Boarman, P.A. Medica, J. Mack, J.S. Heaton. 2010. Effects of subsidized predators, resource variability, and human population density on desert tortoise populations in the Mojave Desert, USA. *Endangered Species Research* (12) 167-177.
- Ironwood Consulting. 2011. Biological resources technical report – Stateline Solar Farm project, San Bernardino, County, California. .
- Longshore, K.M., J.R. Jaeger, and J.M. Sappington. 2003. Desert tortoise (*Gopherus agassizii*) survival at two eastern Mojave Desert sites: Death by short-term drought? *Journal of Herpetology* 37(1):169-177.
- Nussear, K.E., T.C. Esque, R.D. Inman, L. Gass, K.A. Thomas, C.S.A. Wallace, J.B. Blainey, D.M. Miller, and R.H. Webb. 2009. Modeling habitat of the desert tortoise (*Gopherus agassizii*) in the Mojave and parts of the Sonoran Deserts of California, Nevada, Utah, and Arizona. U.S. Geological Survey Open-File Report 2009-1102.
- Oftedal, O.T., S. Hillard, and D.J. Morafka. 2002. Selective spring foraging by juvenile desert tortoises (*Gopherus agassizii*) in the Mojave Desert: Evidence of an adaptive nutritional strategy. *Chelonian Conservation and Biology* 4:341-352.
- Tracy, C.R., R. Averill-Murray, W.I. Boarman, D. Delehanty, J. Heaton, E. McCoy, D. Morafka, K. Nussear, B. Hagerty, and P. Medica. 2004. Desert Tortoise Recovery Plan Assessment. Prepared for the U.S. Fish and Wildlife Service. Reno, Nevada.
- U.S. Bureau of Land Management, County of San Bernardino, and City of Barstow. 2005. Final environmental impact report and statement for the West Mojave Plan; a habitat conservation plan and California Desert Conservation Area Plan amendment. Moreno Valley, San Bernardino, and Barstow, California.
- U.S. Fish and Wildlife Service. 1990. Biological opinion for the Realignment and Construction of State Route 58 from Hinkley to Barstow, San Bernardino County, California

U.S. Fish and Wildlife Service. 1994. Desert tortoise (Mojave population) recovery plan. Portland, Oregon.

U.S. Fish and Wildlife Service. 2004. Biological opinion for the proposed addition of maneuver training lands at Fort Irwin, California (1-8-03-F-48). Letter to Colonel Edward Flynn, Fort Irwin, California. Dated March 15. From Field Supervisor, Ventura Fish and Wildlife Office, Ventura, California.

U.S. Fish and Wildlife Service. 2008b. Environmental assessment to implement a desert tortoise recovery plan task: reduce common raven predation on the desert tortoise. Ventura Fish and Wildlife Office, Ventura, California.

U.S. Fish and Wildlife Service. 2009. Range-wide monitoring of the Mojave population of the desert tortoise: 2007 annual report. Desert Tortoise Recovery Office. Reno, Nevada.

U.S. Fish and Wildlife Service. 2010b. Range-wide monitoring of the Mojave population of the desert tortoise: 2010 annual report. Desert Tortoise Recovery Office. Reno, Nevada.

U.S. Fish and Wildlife Service. 2010c. Range-wide monitoring of the Mojave population of the desert tortoise: 2008 and 2009 annual report. Desert Tortoise Recovery Office. Reno, Nevada.

U.S. Fish and Wildlife Service. 2010d. Biological opinion for the Lucerne Valley Chevron Solar Project, San Bernardino County, California (8-8-10-F-6). Memorandum to Field Manager, Barstow Field Office, Bureau of Land Management, Barstow, California. Dated June 10. From Field Supervisor, Ventura Fish and Wildlife Office, Ventura, California.

U.S. Fish and Wildlife Service. 2010e. Biological opinion on Tessera Solar's Calico solar power generating facility, San Bernardino, California (8-8-10-F-34). Memorandum to Field Manager, Barstow Field Office, Bureau of Land Management, Barstow, California. Dated October 15. From Field Supervisor, Ventura Fish and Wildlife Office, Ventura, California.

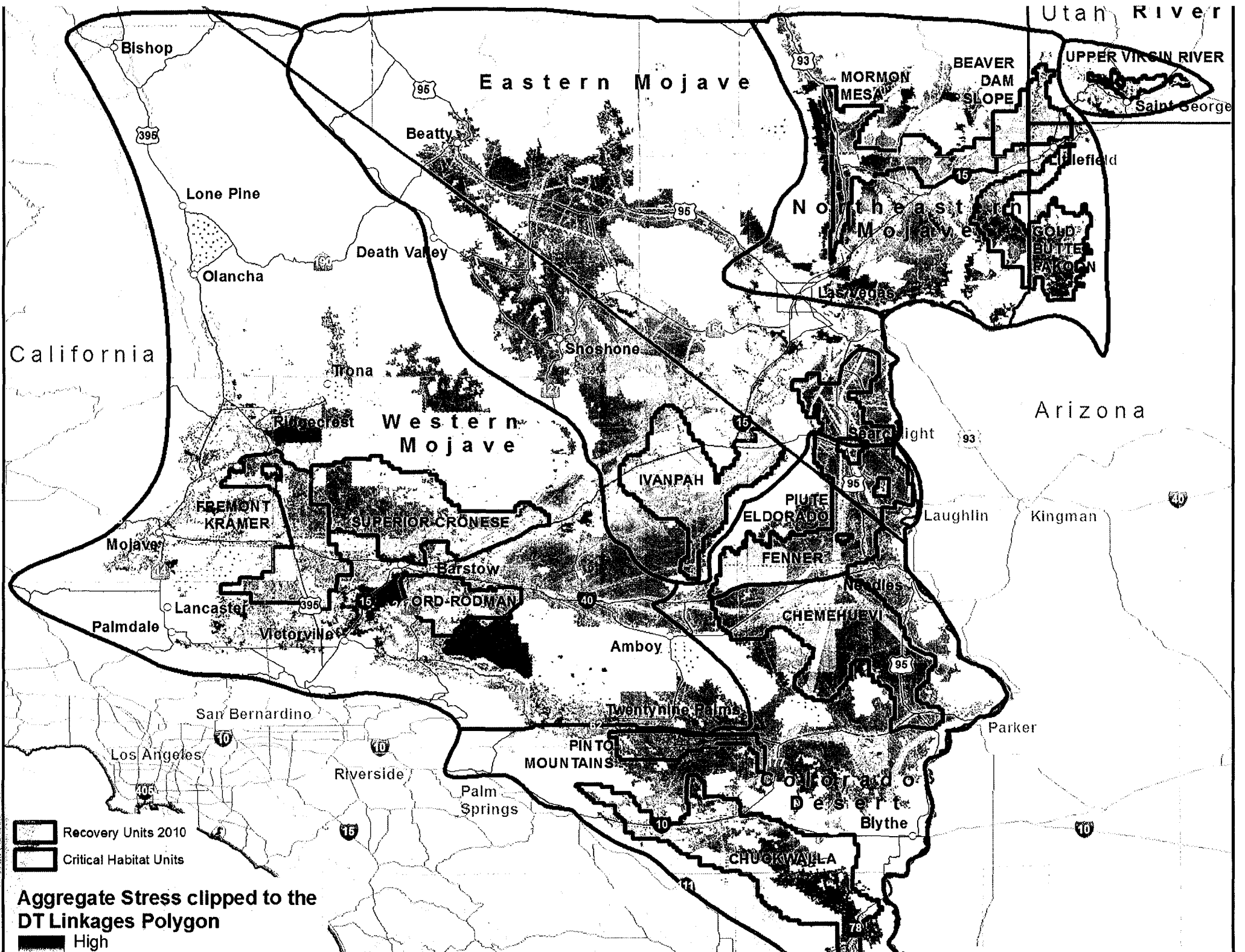
U.S. Fish and Wildlife Service. 2010f. Section 7 biological opinion on the Genesis Solar Energy Project, Riverside County, California. Memorandum to Field Manager, Palm Springs South Coast Field Office, Bureau of Land Management, Palm Springs, California. Dated November 2. From Field Supervisor, Carlsbad Fish and Wildlife Office, Carlsbad, California.

U.S. Fish and Wildlife Service. 2010g. Section 7 biological opinion on the Blythe Solar Power Plant, Riverside County, California. Memorandum to Field Manager, Palm Springs South Coast Field Office, Bureau of Land Management, Palm Springs, California. Dated October 8. From Field Supervisor, Carlsbad Fish and Wildlife Office, Carlsbad, California.

- U.S. Fish and Wildlife Service. 2011a. Revised recovery plan for the Mojave population of the desert tortoise (*Gopherus agassizii*). U.S. Fish and Wildlife Service, Pacific Southwest Region, Sacramento, California. 222pp.
- U.S. Fish and Wildlife Service. 2011b. Biological opinion on BrightSource Energy's Ivanpah Solar Electric Generating System project, San Bernardino County, California (8-8-10-F-24R). Memorandum to District Manager, California Desert District, Bureau of Land Management, Moreno Valley, California. Dated June 10. From Field Supervisor, Ventura Fish and Wildlife Office, Ventura, California.
- U.S. Fish and Wildlife Service. 2011d. Biological opinion on Mojave Solar, LLC's Mojave Solar Project, San Bernardino County, California (8-8-11-F-3). Letter sent to Director of Environmental Compliance, Loan Guarantee Program, Department of Energy, Washington, D.C. and Field Manager, Barstow Field Office, Bureau of Land Management, Barstow, California. Dated March 17. From Field Supervisor, Ventura Fish and Wildlife Office, Ventura, California.
- U.S. Fish and Wildlife Service. 2011e. Revised recovery plan for the Mojave population of the desert tortoise (*Gopherus agassizii*). Pacific Southwest Region. Sacramento, California.
- U.S. Fish and Wildlife Service. 2011f. Recovery data call report. Fiscal year 2011. <https://ecos.fws.gov/tess/reports>.
- U.S. Fish and Wildlife Service. 2012a. Biological opinion for the proposed addition of maneuver training lands at Fort Irwin, California (8-8-11-F-38R). Letter to Chief of Staff, Headquarters, National Training Center and Fort Irwin, Fort Irwin, California. Dated April 27. From Field Supervisor, Ventura Fish and Wildlife Office. Ventura, California.
- U.S. Fish and Wildlife Service. 2012c. Re-initiation of consultation for the Calico Solar Project, San Bernardino, California (FWS File #8-8-10-F-34) (CACA-049537, (3031) P, CA-680.33). Dated June 12. Memorandum to Deputy State Director, Bureau of Land Management, Sacramento, California. From Field Supervisor, Ventura Fish and Wildlife Office. Ventura, California.
- Xian, G., C. Homer, and J. Fry. 2009. Updating the 2001 National Landcover Database land cover classification to 2006 by using Landsat imagery change detection methods. *Remote Sensing of Environment* 113: 1133-1147.

REFERENCES CITED
IN THE REMAINDER OF THE BIOLOGICAL OPINION

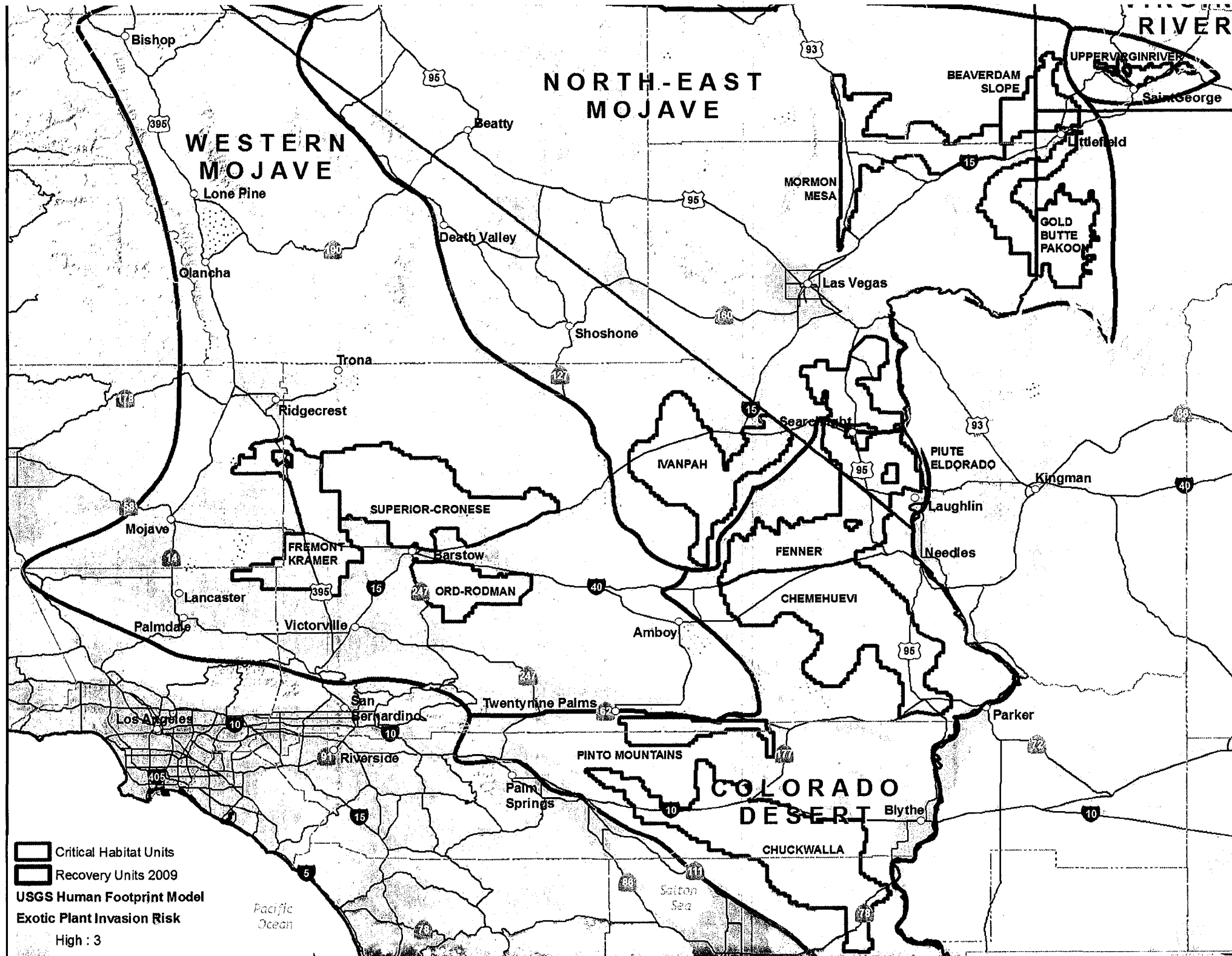
- California Department of Transportation. 2012. Biological assessment for the SR-58 Realignment and Widening from post mile (PM) 31.1 to PM 21.8 on SR-58 in San Bernardino County, California. Project 08-0000-00100.
- Desert Tortoise Council. 1999. Guidelines for handling desert tortoises during construction projects. Wrightwood, California.
- Quinnell, S. 2013. Electronic Mail. Review and Comments for draft Biological Opinion (8-8-13-F-15), Dated March 15. Senior Environmental Planner, Branch Chief, Biological Studies & Permits Branch and Biological Construction Monitoring, Caltrans District 8, San Bernardino, California.
-



- Recovery Units 2010
- Critical Habitat Units

Aggregate Stress clipped to the
DT Linkages Polygon

High



Appendix L **Air Quality Conformity Determination**

[this page left blank intentionally]



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

March 11, 2013

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA

Mr. Basem Muallem
District Director
California Department of Transportation
District 8
464 West Fourth Street
San Bernardino, CA 92401-1400

Attention: Tony Louka, Office Chief, Environmental Engineering

SUBJECT: Project-Level Conformity Determination for the SR-58 Realignment and Widening Project

Dear Mr. Muallem:

On February 22, 2013, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for the project-level conformity determination for the SR-58 Realignment and Widening Project, San Bernardino County, pursuant to 23 U.S.C. 327(a)(2)(B)(ii)(1). The project is in an area that is designated nonattainment for ozone and coarse particulate matter (PM₁₀) and unclassified/ attainment for fine particle particulate matter (PM_{2.5}), carbon monoxide (CO), and nitrogen dioxide (NO₂).

The project-level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the Southern California Association of Government's (SCAG) currently conforming *2012 Regional Transportation Plan (RTP)*, and the *2013 Federal Transportation Improvement Program (FTIP)*. The latest conformity determination for the 2012 RTP and the 2013 FTIP was approved by FHWA and the Federal Transit Administration (FTA) on December 14, 2012. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

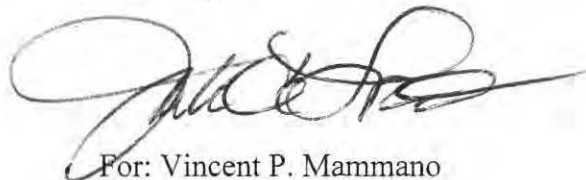
As required by 40 C.F.R. 93.116 and 93.123, the localized CO and PM analyses are included in the documentation. The CO hotspot analysis was performed with the Caltrans' *Transportation Project-Level Carbon Monoxide Protocol*. The analyses demonstrate that the project will not create any new violation of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the SR-58 Realignment and Widening Project, San Bernardino County conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

RECEIVED
3/19/13

If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg, FHWA Air Quality Specialist, at (916) 498-5889 or by email at Stew.Sonnenberg@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Vincent P. Mammano', with a large, stylized initial 'V' and a long horizontal flourish extending to the right.

For: Vincent P. Mammano
Division Administrator